

TRAFFIC SPEED REPORT NO. 85

NOVEMBER 1967

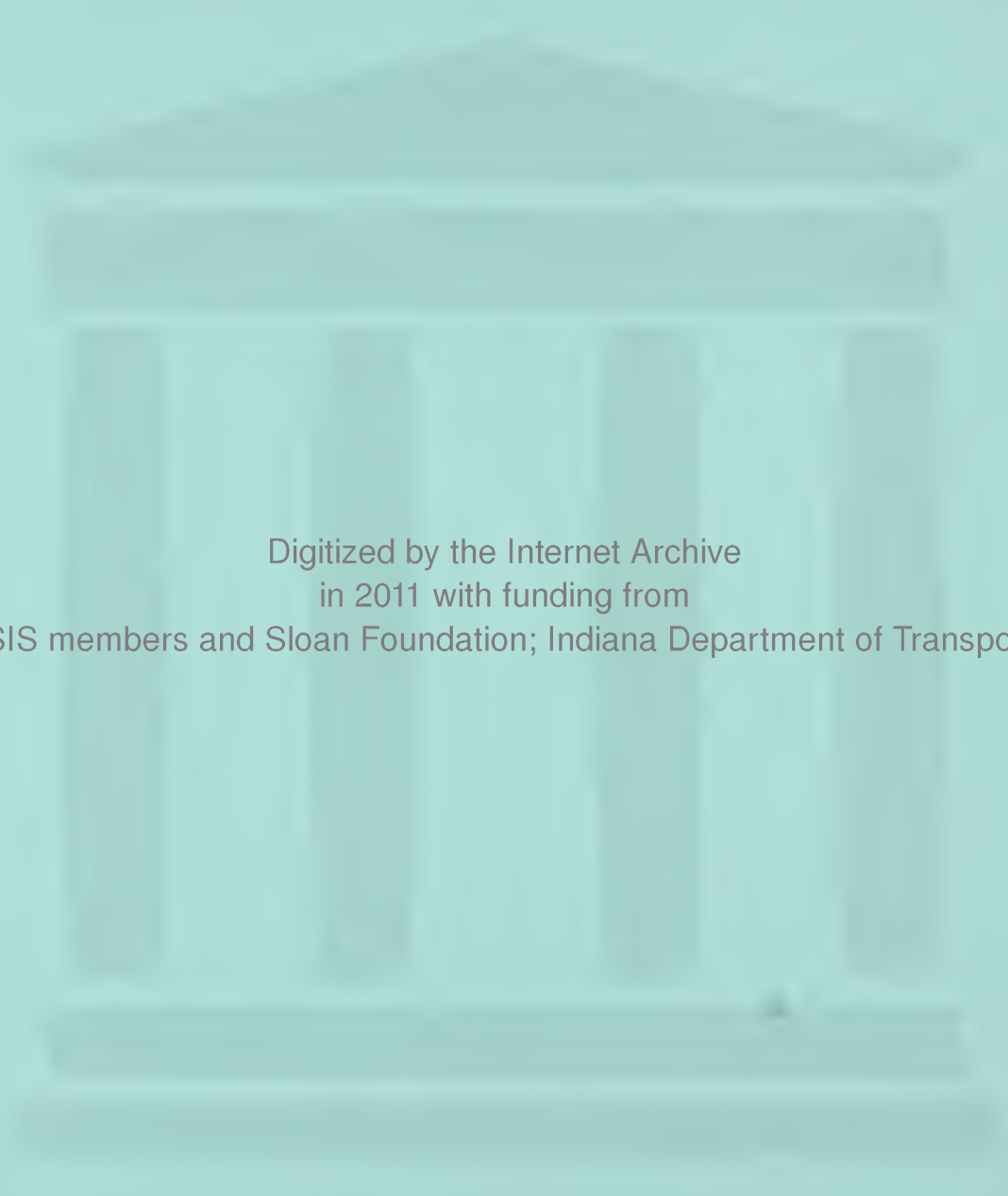
NO. 34

*Joint
Highway
Research
Project*

by

SALIM S. HEJAL

*PURDUE UNIVERSITY
LAFAYETTE INDIANA*



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TRAFFIC SPEED REPORT NO. 85

To: G. A. Leonards, Director
Joint Highway Research Project

November 28, 1967

File: 8-3-3

From: H. L. Michael, Associate Director
Joint Highway Research Project

Project: C-36-100

The attached Progress Report No. 85 on Traffic Speeds is the report of the 1967 study of free-flowing automobile and truck speeds on rural, tangent, level sections of Interstate, other 4-lane and 2-lane highways in Indiana. The study and report have been performed by Mr. Salim S. Hejal, a Graduate Assistant on our staff under the direction of Professor Michael.

The results indicate continuing increasing speeds for both automobiles and trucks. The results also indicate that the change of truck speed limits to automobile speed limits did not result in an increasing rate of increase in truck speeds. The same increase in truck speeds occurred this year as occurred last year when no change in speed limits occurred.

Copies of this report are requested for release to the Indiana State Police, the Indiana Traffic Safety Council and the Indiana Office of Traffic Safety as is normal procedure for these reports. Copies will also be sent to the Bureau of Public Roads and research Departments within the ISHC. The report is presented for the record and for release as noted.

Respectfully submitted,

Harold L. Michael

Harold L. Michael
Associate Director

HLM:mf

Attachment

| | | |
|------------------------|-------------------|----------------|
| Copy: F. L. Ashbaucher | R. H. Harrell | C. F. Scholer |
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Progress Report

TRAFFIC SPEED REPORT NO. 85

by

Salim S. Hejal
Graduate Assistant

Joint Highway Research Project

File No.: 8-3-3

Project No.: C-36-102

Purdue University
Lafayette, Indiana
November 28, 1967

ABSTRACT

This report is the annual continuing study of the speeds of vehicles on rural Indiana highways. Observations of spot speeds were taken on interstate, other four lane, and two lane highways throughout the state during the months of August and September, 1967.

Analysis of the speeds showed the over-all average speed for passenger cars was 64.5 miles per hour. The over-all average speed for trucks on the three types of highways was 55.0 miles per hour.

These average speed values showed an increase from the values measured in the same period the year before. In fact, these average over-all speeds of passenger cars and trucks reported in this study for 1967 are the highest which have been found to date in this continuing study in progress for over 20 years.

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TRAFFIC SPEED REPORT NO. 85

This report is an analysis of spot speed observations made during August and September 1967. All observations were made of free-flowing vehicles on level, tangent sections of rural Indiana highways during daylight and under favorable weather conditions. The same locations on selected Federal and State highways as used in previous years were used again, except in two cases. Stations 1 and 10 were relocated to new locations on two different highways. Old Station 1 on I-80 was no longer representative of rural conditions and the station was moved to I-69. Old Station 10 on U. S. 52 was no longer representative of two lane highways because the highway had been reconstructed as a four lane divided highway. A new station was relocated to S. R. 43. Stations were classified as - two lane, four lane, or interstate highways. A representative sample of traffic speeds was obtained at each of the four stations in each classification. The specific site of each station was as follows: (see Figure 1.)

Interstate Highways

- | | |
|---------|--|
| 1. I-69 | 3.3 Miles South of Junction of S. R. 18 |
| 2. I-65 | 1.0 Mile West of Junction of S. R. 334 |
| 3. I-74 | 1.0 Mile East of Junction of Post Road |
| 4. I-65 | 2.9 Miles North of Junction of S. R. 160 |

Four Lane Highways

- | | |
|-------------|---|
| 5. U. S. 31 | 1.2 Miles South of Junction of S. R. 38 |
| 6. U. S. 52 | 1.0 Mile East of Junction of S. R. 28 |
| 7. U. S. 41 | 1.0 Mile North of South Junction of S. R. 2 |
| 8. U. S. 52 | 1.0 Mile West of Klondike |

Two Lane Highways

- | | |
|--------------|------------------------------|
| 9. U. S. 41 | 1.0 Mile North of Roswell |
| 10. S. R. 43 | 2.0 Miles North of Chalmers |
| 11. U. S. 31 | 3.0 Miles South of Rochester |
| 12. S. R. 25 | 0.7 Miles West of Americus |

The vehicles were classified as passenger cars or trucks. Passenger cars were further classified into two groups - Indiana or Non-Indiana and the analysis was performed as thus classified and combined. The trucks were also classified into two groups - Light (less than 5000 pounds gross weight) or Heavy (equal to or more than 5000 pounds gross weight), and again the analysis was performed as classified and combined.

The speed limits in Indiana are as follows: 70 miles per hour on interstate highways and 65 miles per hour on other highways, if not otherwise posted. This is the first year that truck speed limits were the same as passenger cars. The stated speed limits were applicable at all interstate, four lane, and two lane stations of this study.

Equipment and Field Procedure

The observations for this report were obtained by use of an "Electronic" Radar Speed Meter, built by Automatic Signal Division, Eastman Industries, Inc., East Norwalk, Connecticut. The meter was placed approximately four feet from the edge of the pavement at an angle less than 10° with the highway center line. Speed inaccuracies are negligible at small angles (less than 10°) and therefore, corrections for angle were unnecessary.

At the beginning of the study the accuracy of the meter was checked with the cooperation of the State Highway Police. A constant discrepancy of minus one mile per hour was found and hence all readings of speed were corrected accordingly.

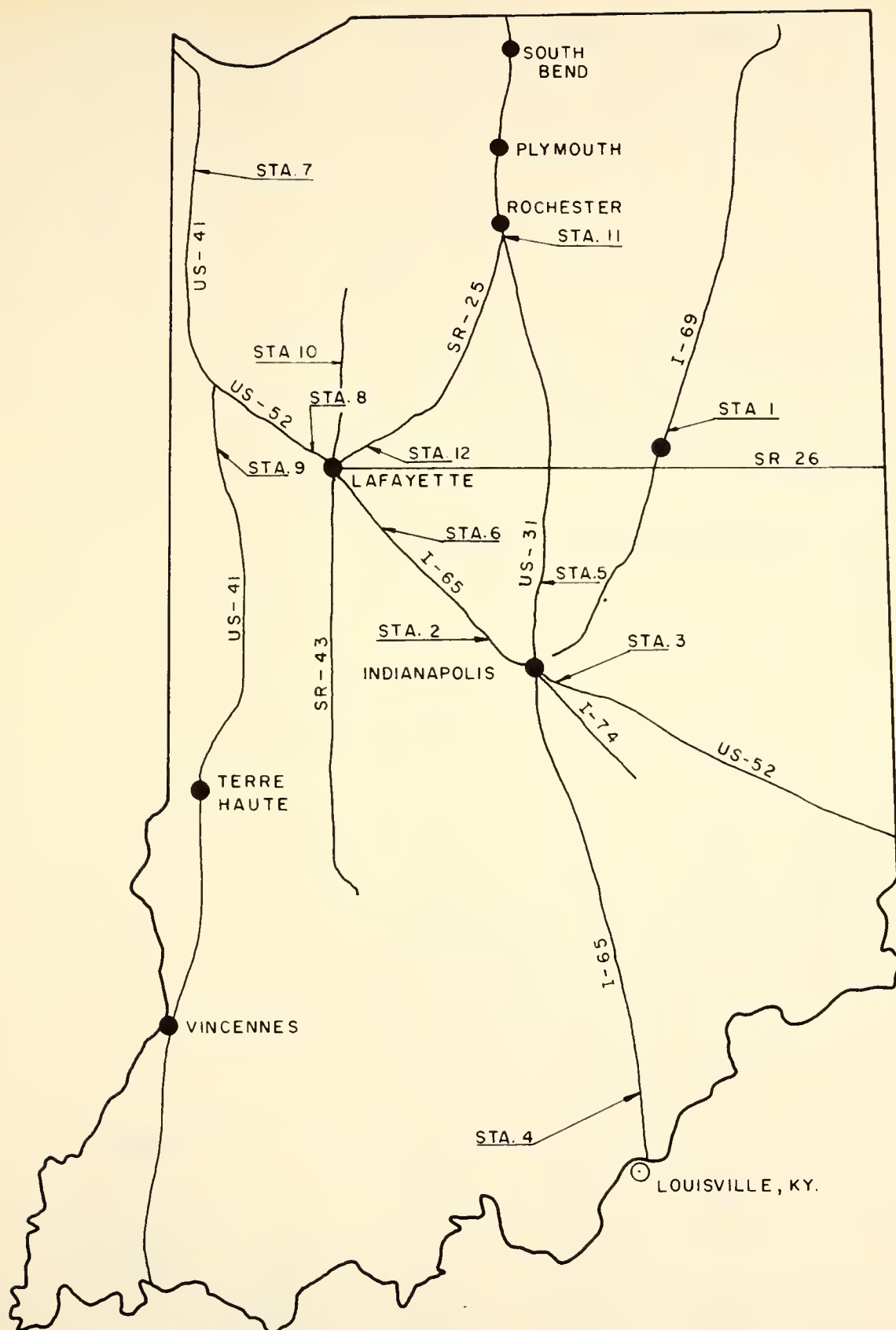


FIG. A - LOCATIONS OF SPEED-STUDY STATIONS

Results of Analysis

The data collected was analyzed and is summarized in Tables 1 to 12 in the Appendix. Tables 13, 14, and 15 summarize the data for the three types of facilities: Interstate, four lane, and two lane. Table 16 is the summary for all facilities observed.

Figures 1 to 16 in the Appendix show the accumulative speed curves for each of the stations studied.

The results of this study and the studies conducted since 1957 are tabulated in Table A and shown graphically in Figure B.

The average speed for each classification of vehicles on each type of highway for this study was as follows:

| | <u>Interstate</u> | <u>Four lane</u> | <u>Two lane</u> |
|------------------------|-------------------|------------------|-----------------|
| <u>Passenger cars:</u> | | | |
| Indiana | 66.4 | 64.3 | 61.0 |
| Non Indiana | 68.3 | 65.7 | 61.9 |
| 85 percentile (all) | 73.7 | 70.4 | 68.1 |
| <u>Trucks:</u> | | | |
| less than 5000 lbs. | 60.0 | 57.0 | 53.9 |
| 5000 lbs. or more | 56.9 | 54.1 | 51.9 |

The percent of vehicles exceeding the speed limit for each classification of vehicle and each type of highway was as follows:

| | <u>Interstate</u> | <u>Four lane</u> | <u>Two lane</u> |
|------------------------|-------------------|------------------|-----------------|
| <u>Passenger cars:</u> | | | |
| Indiana | 21.9 | 38.8 | 23.6 |
| Non-Indiana | 33.2 | 45.1 | 23.5 |
| <u>Trucks:</u> | | | |
| less than 5000 lbs. | 8.7 | 8.6 | 4.4 |
| 5000 lbs or more | 0.0 | 1.0 | 0.8 |

APPENDIX

THESE APPENDICES CONTAIN THE RESULTS OF THE ANALYSES OF THE
 DATA OBTAINED FROM THE EXPERIMENTS DESCRIBED IN THE
 MAIN BODY OF THE REPORT.

THE RESULTS ARE PRESENTED IN THE FORM OF TABLES
 AND FIGURES.

THE TABLES ARE ARRANGED IN THE FOLLOWING ORDER:

1. TABLES OF THE RESULTS OF THE ANALYSES OF THE
 DATA OBTAINED FROM THE EXPERIMENTS DESCRIBED IN THE
 MAIN BODY OF THE REPORT.

2. TABLES OF THE RESULTS OF THE ANALYSES OF THE
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9. TABLES OF THE RESULTS OF THE ANALYSES OF THE
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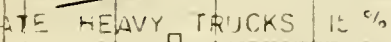
10. TABLES OF THE RESULTS OF THE ANALYSES OF THE
 DATA OBTAINED FROM THE EXPERIMENTS DESCRIBED IN THE
 MAIN BODY OF THE REPORT.

11. TABLES OF THE RESULTS OF THE ANALYSES OF THE
 DATA OBTAINED FROM THE EXPERIMENTS DESCRIBED IN THE
 MAIN BODY OF THE REPORT.

The percent of vehicles traveling 5 miles per hour or more above the speed limit for each case was as follows:

| | <u>Interstate</u> | <u>Four Lane</u> | <u>Two Lane</u> |
|------------------------|-------------------|------------------|-----------------|
| <u>Passenger cars:</u> | | | |
| Indiana | 8.7 | 15.2 | 9.4 |
| East-Indiana | 12.8 | 14.1 | 8.7 |
| <u>Trucks:</u> | | | |
| less than 5000 lbs. | 1.2 | 3.4 | 1.9 |
| 5000 lbs or more | 0 | 0.3 | 0 |





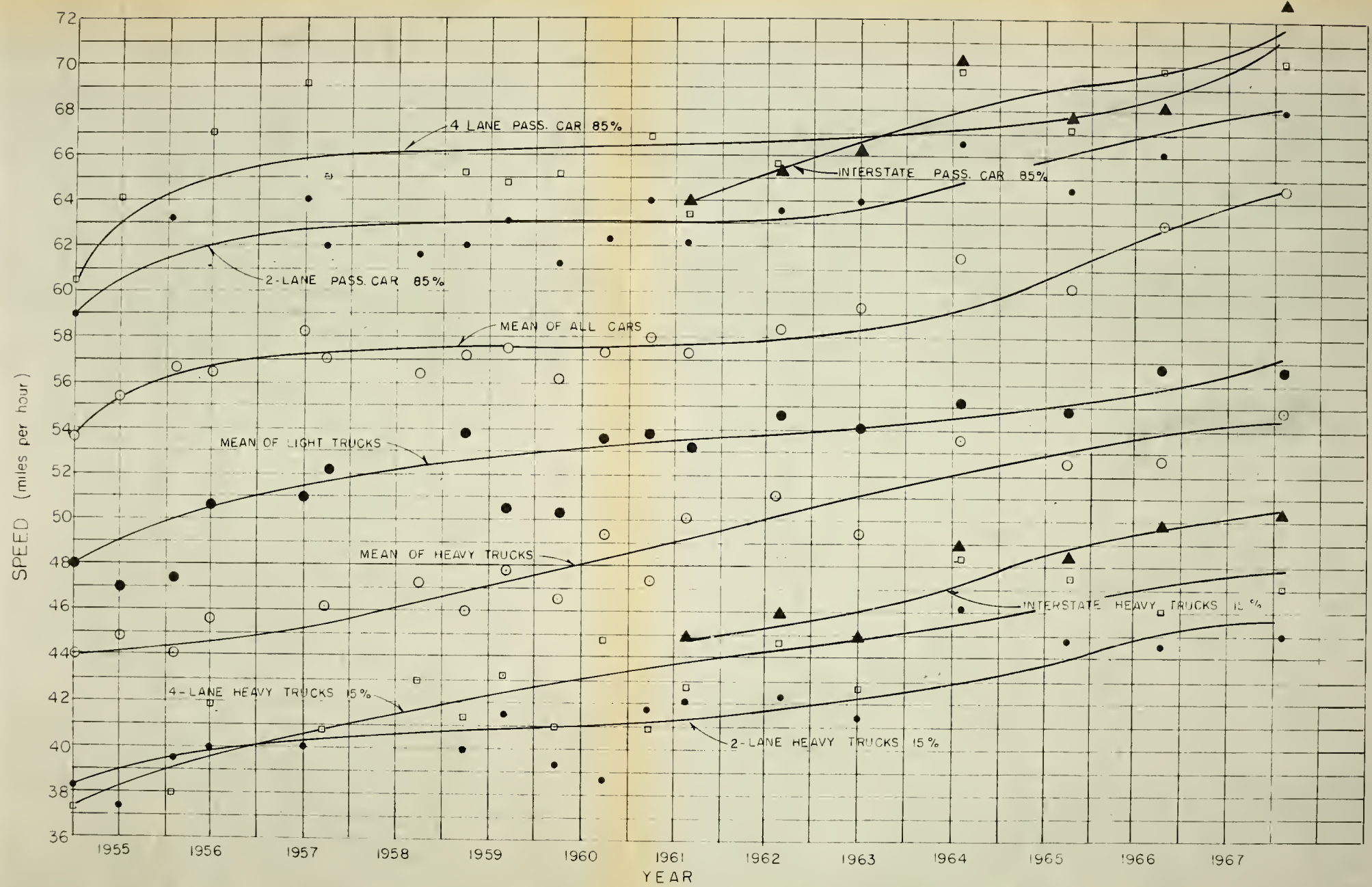


FIG. B - INDIANA RURAL SPEED TRENDS 1955 - 1967



Summary and Conclusions

The average speeds in this study were found to be 2.5 miles per hour higher for passenger cars and 1.3 miles per hour faster for trucks than the results of the previous year. This large increase was probably due to the following reasons:

1. The average speed on Interstate Highways showed a 3.6 miles per hour increase over last year for passenger cars and 2.2 miles per hour increase for trucks. The previous station 1 on Interstate 80 was on a congested urban section with a posted speed limit of 60 miles per hour. This station was replaced by a rural noncongested station on Interstate 69. This explains part of the increase. The Four Lane Highways and the Two Lane Highways did not show more than 1.5 miles per hour increase for passenger cars and 0.7 miles per hour increase for trucks.

2. The annual trend of a one mile per hour increase in speeds which have previously been observed perhaps accounts for the rest of the increase.

It is interesting to note that although the speed limits for heavy trucks was increased by 15 m.p.h. to the speed limits for automobiles on the highways of Indiana since the speed study of last year, no large increase occurred in actual truck speeds. Of course the number of trucks breaking the speed limit decreased sharply. The effect of the change in speed limits for heavy trucks on actual speed appears to be negligible. Or in other words, trucks traveled at speeds their drivers considered safe, irrespective of general speed limits. The growing percentage of automobiles violating current maximum speed limits tends to support the statement that their drivers also select their speeds in the same manner.

APPENDIX

Determination of Sample Size

It was desired that a 95% confidence interval of the true mean of the speeds of passenger cars should not be wider than two miles per hour. For trucks weighing 5,000 lbs. or more a 95% confidence interval with a four mile per hour band was desired.

Assuming a normal distribution of speeds and using the standard deviation of the grouped data of the 1966 study, the minimum sample size requirement was determined by:

$$N = \left[\frac{2t S}{L} \right]^2$$

N = sample size required
 t = tabulated "t" value for 5/2 significance
 S = estimated standard deviation
 L = width of the interval

For passenger cars:

$$N = \left[\frac{2 \times 1.96 \times 6.88}{2} \right]^2 = 182 \text{ observations}$$

For trucks:

$$N = \left[\frac{2 \times 1.96 \times 6.37}{2} \right]^2 = 39 \text{ observations}$$

Note

At all stations more than 197 passenger car observations and 47 truck observations were obtained for the study reported herein.

TABLE 1 SPEED DATA

Station 1 Highway I 69 Location 3.3 Miles South of S. R. 18

No. of Lanes 4 This Observation Portland Cement Concrete Weather Very Cloudy
 Date August 22, 1967 Last Previous Observation (Speed Report No.)
 Time 10:15 - 12:45 Date
 Time

| OBSERVATION | | PASSENGER CARS | | | | | | TRUCKS | | | | | |
|---------------------------------|------------------------|----------------|---------|---------|---------|-------------|---------|--------|---------|-----------------------|---------|---------------------|---------|
| | | All | | Indiana | | Non-Indiana | | All | | Less than 5000 pounds | | 5000 pounds or more | |
| | | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present |
| All vehicles at or less than | No. of vehicles obs. | | 240 | | 169 | | 71 | | 88 | | 15 | | 73 |
| | Average speed (m.p.h.) | | 67.75 | | 67.38 | | 68.65 | | 57.51 | | 60.87 | | 56.82 |
| | Standard deviation | | 6.63 | | 6.55 | | 6.79 | | 6.02 | | 8.73 | | 5.12 |
| | 24 m.p.h. | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| | 29 m.p.h. | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| | 34 m.p.h. | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| | 39 m.p.h. | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| | 44 m.p.h. | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| | 49 m.p.h. | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| | 54 m.p.h. | | 2.1 | | 1.8 | | 2.8 | | 2.3 | | 13.3 | | 2.7 |
| All vehicles | 59 m.p.h. | | 10.8 | | 11.2 | | 9.9 | | 31.8 | | 26.7 | | 32.9 |
| | 64 m.p.h. | | 32.5 | | 34.9 | | 26.8 | | 61.4 | | 40.0 | | 65.8 |
| | 69 m.p.h. | | 60.8 | | 63.9 | | 53.52 | | 90.9 | | 66.7 | | 95.9 |
| | 74 m.p.h. | | 85.0 | | 86.4 | | 81.7 | | 97.7 | | 86.7 | | 100.0 |
| | 79 m.p.h. | | 95.4 | | 95.9 | | 94.4 | | 98.9 | | 93.3 | | 100.0 |
| | 84 m.p.h. | | 100.0 | | 100.0 | | 100.0 | | 100.0 | | 100.0 | | 100.0 |
| | 89 m.p.h. | | 100.0 | | 100.0 | | 100.0 | | 100.0 | | 100.0 | | 100.0 |
| | | | | | | | | | | | | | |



TABLE 2 SPEED DATA

Station 2 Highway I-65 Location 1.0 Mile West of S. R. 334

No. of Lanes 4 Type of Surface Portland Cement Concrete Weather Fair

This Observation Last Previous Observation (Speed Report No. 83)

Date August 26, 1967 Date September 8, 1966

Time 1:30 - 4:10 PM Time 11:00 AM - 1:00 PM

| OBSERVATION | | PASSENGER CARS | | | | | | TRUCKS | | | | | |
|---------------------------------|------------------------|----------------|---------|---------|---------|-------------|---------|--------|---------|-----------------------|---------|---------------------|---------|
| | | All | | Indiana | | Non-Indiana | | All | | Less than 5000 pounds | | 5000 pounds or more | |
| | | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present |
| ALL vehicles at or less than | No. of vehicles obs. | 239 | 284 | 134 | 169 | 105 | 115 | 74 | 95 | 24 | 19 | 50 | 76 |
| | Average speed (m.p.h.) | 62.2 | 66.65 | 61.8 | 65.65 | 62.8 | 68.11 | 57.1 | 58.53 | 56.9 | 61.05 | 57.1 | 57.89 |
| | Standard deviation | 5.64 | 7.26 | 5.5 | 7.42 | 5.8 | 6.77 | 3.67 | 5.13 | 4.92 | 7.67 | 2.95 | 4.11 |
| | 24 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 29 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 34 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 39 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 44 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 49 m.p.h. | 0.4 | 1.8 | 0.0 | 1.8 | 1.0 | 1.7 | 2.7 | 3.2 | 8.3 | 5.3 | 0.0 | 2.6 |
| | 54 m.p.h. | 7.1 | 6.0 | 8.2 | 7.7 | 5.7 | 3.5 | 17.6 | 14.7 | 25.0 | 21.1 | 14.0 | 13.2 |
| % of vehicles traveling | 59 m.p.h. | 30.1 | 15.1 | 31.1 | 18.3 | 28.6 | 10.4 | 75.7 | 62.1 | 66.7 | 36.8 | 80.0 | 68.4 |
| | 64 m.p.h. | 64.4 | 35.6 | 67.2 | 41.4 | 61.0 | 27.0 | 97.3 | 87.4 | 95.8 | 57.9 | 98.0 | 94.7 |
| | 69 m.p.h. | 87.9 | 64.4 | 91.2 | 71.0 | 82.9 | 54.8 | 100.0 | 95.8 | 100.0 | 84.2 | 100.0 | 98.7 |
| | 74 m.p.h. | 97.9 | 88.0 | 98.5 | 88.8 | 97.1 | 87.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 |
| | 79 m.p.h. | 100.0 | 96.5 | 100.0 | 96.5 | 100.0 | 96.5 | -- | 100.0 | -- | 100.0 | -- | 100.0 |
| | 84 m.p.h. | -- | 98.9 | -- | 98.8 | -- | 99.1 | -- | 100.0 | -- | 100.0 | -- | 100.0 |
| | 89 m.p.h. | -- | 99.7 | -- | 100.0 | -- | 99.1 | -- | 100.0 | -- | 100.0 | -- | 100.0 |

TABLE 3 — SPEED DATA

Station 3 Highway I-74 Location 1.0 Mile East of Post Road

No. of Lanes 4 Type of Surface Portland Cement Concrete Weather Good

This Observation Last Previous Observation (Speed Report No. 83)

Date August 23, 1967 Date September 8, 1966

Time 1:30 -4:00 PM Time 9:00 AM - 11:15 AM

| OBSERVATION | | PASSENGER CARS | | | | | | TRUCKS | | | | | |
|------------------------|--|----------------|---------|---------|---------|-------------|---------|--------|---------|-----------------------|---------|---------------------|---------|
| | | All | | Indiana | | Non-Indiana | | All | | Less than 5000 pounds | | 5000 pounds or more | |
| | | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present |
| No. of vehicles obs. | | 242 | 257 | 155 | 170 | 87 | 87 | 59 | 113 | 17 | 25 | 42 | 88 |
| Average speed (m.p.h.) | | 62.3 | 66.44 | 61.9 | 65.41 | 63.1 | 68.46 | 56.0 | 58.30 | 56.5 | 59.80 | 55.9 | 57.88 |
| Standard deviation | | 6.10 | 7.33 | 5.81 | 7.09 | 6.53 | 7.40 | 4.23 | 5.72 | 6.66 | 7.74 | 2.81 | 4.98 |
| 24 m.p.h. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 29 m.p.h. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 34 m.p.h. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 39 m.p.h. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 44 m.p.h. | | 0.4 | 0.0 | 0.6 | 0.0 | 0.0 | 0.0 | 1.7 | 0.0 | 5.9 | 0.0 | 0.0 | 0.0 |
| 49 m.p.h. | | 0.8 | 0.8 | 0.6 | 1.2 | 1.2 | 0.0 | 6.8 | 7.1 | 11.8 | 8.0 | 4.8 | 6.8 |
| 54 m.p.h. | | 7.8 | 6.2 | 8.4 | 7.7 | 6.9 | 3.5 | 27.1 | 23.0 | 35.3 | 24.0 | 23.8 | 22.7 |
| 59 m.p.h. | | 28.5 | 18.3 | 29.0 | 21.2 | 27.6 | 12.6 | 83.0 | 55.8 | 58.8 | 52.0 | 92.9 | 56.8 |
| 64 m.p.h. | | 67.4 | 37.1 | 70.3 | 41.8 | 62.1 | 28.7 | 98.3 | 92.0 | 94.1 | 80.0 | 100.0 | 95.5 |
| 69 m.p.h. | | 87.6 | 64.2 | 89.7 | 71.2 | 83.9 | 50.6 | 100.0 | 97.4 | 100.0 | 88.0 | -- | 100.0 |
| 74 m.p.h. | | 96.7 | 83.3 | 97.4 | 91.2 | 95.4 | 82.8 | -- | 99.1 | -- | 96.0 | -- | 100.0 |
| 79 m.p.h. | | 100.0 | 96 | 100.0 | 97.1 | 97.7 | 95.4 | -- | 99.1 | -- | 96.0 | -- | 100.0 |
| 84 m.p.h. | | -- | 99.2 | -- | 100.0 | 100.0 | 97.7 | -- | 100.0 | -- | 100.0 | -- | 100.0 |
| 89 m.p.h. | | -- | 99.6 | -- | 100.0 | -- | 98.9 | -- | 100.0 | -- | 100.0 | -- | 100.0 |

All vehicles
at or less than



TABLE 4 SPEED DATA

Station 4 Highway I-65 Location 7.5 Miles North of S. R. 160

No. of Lanes 4 Type of Surface Portland Cement Concrete Weather Good

Date August 23, 1967 Last Previous Observation (Speed Report No. 83)

Date September 7, 1966

Time 8:50 - 11:15 AM Time 8:30 - 11:00 AM

| OBSERVATION | | PASSENGER CARS | | | | | | TRUCKS | | | | | |
|---------------------------------|------------------------|----------------|---------|---------|---------|-------------|---------|--------|---------|-----------------------|---------|---------------------|---------|
| | | All | | Indiana | | Non-Indiana | | All | | Less than 5000 pounds | | 5000 pounds or more | |
| | | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present |
| All vehicles at or less than | No. of vehicles obs. | 231 | 270 | 123 | 145 | 108 | 125 | 67 | 130 | 21 | 21 | 46 | 109 |
| | Average speed (m.p.h.) | 64.1 | 67.79 | 63.4 | 67.37 | 64.9 | 68.28 | 55.3 | 56.06 | 56.1 | 58.52 | 54.9 | 55.59 |
| | Standard deviation | 6.11 | 6.50 | 6.21 | 6.01 | 5.93 | 7.02 | 5.32 | 6.15 | 7.59 | 6.53 | 3.9 | 5.98 |
| | 24 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 29 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 34 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 39 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 44 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 3.0 | 3.9 | 4.8 | 0.0 | 2.2 | 4.6 |
| | 49 m.p.h. | 0.9 | 0.4 | 1.6 | 0.0 | 0.0 | 0.8 | 10.5 | 13.1 | 19.0 | 14.3 | 6.5 | 12.8 |
| | 54 m.p.h. | 4.3 | 3.7 | 6.5 | 2.8 | 1.8 | 4.8 | 46.3 | 36.2 | 42.9 | 23.8 | 47.8 | 38.5 |
| All vehicles | 59 m.p.h. | 23.4 | 8.5 | 27.6 | 8.3 | 18.5 | 8.8 | 82.1 | 69.2 | 66.7 | 52.4 | 89.1 | 72.5 |
| | 64 m.p.h. | 49.8 | 31.5 | 53.7 | 33.1 | 45.4 | 29.6 | 97.0 | 94.6 | 90.5 | 85.7 | 100.0 | 96.3 |
| | 69 m.p.h. | 78.8 | 59.3 | 79.7 | 64.8 | 77.8 | 52.8 | 98.5 | 98.5 | 95.2 | 95.2 | -- | 99.1 |
| | 74 m.p.h. | 96.1 | 85.2 | 97.6 | 87.6 | 94.4 | 82.4 | 100.0 | 100.0 | 100.0 | 100.0 | -- | 100.0 |
| | 79 m.p.h. | 98.3 | 97.4 | 99.2 | 97.9 | 97.2 | 96.8 | -- | 100.0 | -- | 100.0 | -- | 100.0 |
| | 84 m.p.h. | 100.0 | 99.6 | 100.0 | 100.0 | 100.0 | 99.2 | -- | 100.0 | -- | 100.0 | -- | 100.0 |
| | 89 m.p.h. | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 |

TABLE 5 SPEED DATA

Station 5 Highway U.S. 31 Location 1.2 Miles South of S. R. 38
 No. of Lanes 4 This Observation Type of Surface Asphaltic Concrete Weather Cloudy
 Date August 22, 1967 Last Previous Observation (Speed Report No.)
 Time 2:20 - 5:00 PM Date October 4, 1966
 Time 12:30 - 3:30 PM

| OBSERVATION | | PASSENGER CARS | | | | | | TRUCKS | | | | | |
|------------------------|--|----------------|---------|---------|---------|-------------|---------|--------|---------|-----------------------|---------|---------------------|---------|
| | | All | | Indiana | | Non-Indiana | | All | | Less than 5000 pounds | | 5000 pounds or more | |
| | | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present |
| No. of vehicles obs. | | 260 | 243 | 225 | 201 | 35 | 42 | 91 | 101 | 28 | 43 | 63 | 53 |
| Average speed (m.p.h.) | | 62.9 | 65.01 | 62.8 | 64.52 | 63.9 | 67.36 | 53.7 | 55.29 | 59.1 | 57.79 | 51.3 | 53.02 |
| Standard deviation | | 7.51 | 6.92 | 7.48 | 6.99 | 7.72 | 6.08 | 6.82 | 7.58 | 7.40 | 7.94 | 4.93 | 6.51 |
| 24 m.p.h. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 29 m.p.h. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 34 m.p.h. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 39 m.p.h. | | 0.8 | 0.0 | 0.9 | 0.0 | 0.0 | 0.0 | 1.1 | 0.0 | 0.0 | 0.0 | 1.6 | 1.9 |
| 44 m.p.h. | | 1.54 | 0.8 | 1.8 | 1.0 | 0.0 | 0.0 | 4.4 | 7.9 | 3.6 | 6.3 | 4.8 | 9.4 |
| 49 m.p.h. | | 5.0 | 2.1 | 4.9 | 2.5 | 5.7 | 0.0 | 28.6 | 25.7 | 7.1 | 20.8 | 38.1 | 30.2 |
| 54 m.p.h. | | 11.2 | 4.9 | 10.7 | 6.0 | 14.3 | 0.0 | 58.2 | 47.5 | 21.4 | 33.3 | 74.6 | 60.4 |
| 59 m.p.h. | | 28.9 | 17.3 | 28.9 | 19.9 | 28.6 | 4.8 | 80.2 | 47.33 | 46.4 | 54.2 | 95.2 | 79.3 |
| 64 m.p.h. | | 55.8 | 45.3 | 57.8 | 43.3 | 42.9 | 31.0 | 92.3 | 88.1 | 75.0 | 77.1 | 100.0 | 98.1 |
| 69 m.p.h. | | 80.4 | 70.9 | 80.9 | 79.1 | 77.1 | 66.7 | 98.9 | 98.0 | 96.4 | 95.8 | -- | 100.0 |
| 74 m.p.h. | | 95.8 | 93.4 | 95.6 | 94.1 | 97.1 | 88.1 | 98.9 | 100.0 | 96.4 | 100.0 | -- | 100.0 |
| 79 m.p.h. | | 98.9 | 97.5 | 98.7 | 97.5 | 100.0 | 97.6 | 100.0 | 100.0 | 100.0 | 100.0 | -- | 100.0 |
| 84 m.p.h. | | 100.0 | 99.2 | 100.0 | 99.5 | -- | 97.6 | -- | 100.0 | -- | 100.0 | -- | 100.0 |
| 89 m.p.h. | | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 |

TABLE 6 SPEED DATA

Station 6 Highway U. S. 52 Location 1.0 Mile East of S. R. 28

No. of Lanes 4 Type of Surface Asphaltic Concrete Weather Fair

This Observation Last Previous Observation (Speed Report No. 83)

Date August 26, 1967 Date August 31, 1966

Time 10:30 AM - 12:50 PM Time 10:00 AM - 12:15 PM

| OBSERVATION | | PASSENGER CARS | | | | | | TRUCKS | | | | | |
|------------------------|--|----------------|---------|---------|---------|-------------|---------|--------|---------|-----------------------|---------|---------------------|---------|
| | | All | | Indiana | | Non-Indiana | | All | | Less than 5000 pounds | | 5000 pounds or more | |
| | | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present |
| No. of vehicles obs. | | 241 | 249 | 142 | 124 | 99 | 124 | 80 | 110 | 17 | 20 | 63 | 90 |
| Average speed (m.p.h.) | | 65.0 | 65.75 | 65.0 | 65.47 | 65.03 | 66.02 | 54.2 | 54.35 | 58.6 | 58.35 | 53.0 | 54.91 |
| Standard deviation | | 6.35 | 5.76 | 6.75 | 6.14 | 5.75 | 5.36 | 6.64 | 6.27 | 6.03 | 7.99 | 6.32 | 5.78 |
| 24 m.p.h. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 29 m.p.h. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 34 m.p.h. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 39 m.p.h. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 44 m.p.h. | | 0.4 | 0.8 | 0.7 | 1.1 | 0.0 | 0.0 | 10.0 | 3.6 | 5.9 | 0.0 | 11.1 | 4.4 |
| 49 m.p.h. | | 0.8 | 0.3 | 1.4 | 1.0 | 0.0 | 0.0 | 18.8 | 12.7 | 5.9 | 15.0 | 22.2 | 12.2 |
| 54 m.p.h. | | 5.8 | 4.4 | 7.8 | 4.3 | 3.0 | 4.0 | 48.8 | 36.4 | 17.7 | 40.0 | 57.1 | 35.6 |
| 59 m.p.h. | | 15.8 | 11.2 | 15.5 | 12.1 | 16.2 | 10.4 | 78.8 | 67.3 | 52.9 | 55.0 | 85.7 | 70.0 |
| 64 m.p.h. | | 45.2 | 37.0 | 43.0 | 33.7 | 48.5 | 35.2 | 96.3 | 92.7 | 82.4 | 80.0 | 100.0 | 95.0 |
| 69 m.p.h. | | 76.8 | 71.1 | 76.1 | 75.0 | 77.8 | 75.2 | 100.0 | 97.3 | 100.0 | 90.0 | -- | 98.9 |
| 74 m.p.h. | | 94.2 | 90.4 | 93.0 | 96.0 | 96.0 | 96.8 | -- | 100.0 | -- | 100.0 | -- | 100.0 |
| 79 m.p.h. | | 98.8 | 99.2 | 98.6 | 100.0 | 99.0 | 98.4 | -- | 100.0 | -- | 100.0 | -- | 100.0 |
| 84 m.p.h. | | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 |
| 89 m.p.h. | | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 |

TABLE 7 SPEED DATA

Station 7 Highway U.S. 41 Location 1.0 Mile North of S.R.2 Weather Good
 No. of Lanes 1 Type of Surface Portland Cement Concrete Last Previous Observation (Speed Report No. 83)
 Date August 23, 1967 Date September 7, 1966
 Time 2:00 - 4:00 P.M. Time 12:30 - 2:30 P.M.

| OBSERVATION | PASSENGER CARS | | | | | | TRUCKS | | | | | |
|------------------------|----------------|---------|---------|---------|-------------|---------|--------|---------|-----------------------|---------|---------------------|---------|
| | All | | Indiana | | Non-Indiana | | All | | Less than 5000 pounds | | 5000 pounds or more | |
| | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present |
| No. of vehicles obs. | 227 | 197 | 115 | 87 | 112 | 110 | 120 | 95 | 21 | 16 | 99 | 80 |
| Average speed (m.p.h.) | 62.9 | 63.75 | 61.9 | 63.17 | 63.9 | 64.20 | 53.4 | 62.98 | 57.9 | 54.94 | 52.5 | 52.59 |
| Standard deviation | 6.91 | 5.98 | 7.11 | 6.30 | 6.59 | 5.70 | 6.14 | 6.79 | 5.29 | 6.78 | 5.91 | 6.77 |
| 24 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 29 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 34 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 39 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 4.2 | 4.2 | 0.0 | 0.0 | 5.0 | 3.8 |
| 44 m.p.h. | 0.4 | 0.0 | 0.0 | 0.0 | 0.9 | 0.0 | 8.3 | 11.4 | 0.0 | 6.3 | 10.1 | 12.5 |
| 49 m.p.h. | 2.6 | 1.5 | 1.7 | 1.2 | 3.6 | 1.8 | 20.8 | 28.1 | 0.0 | 18.75 | 25.3 | 30.0 |
| 54 m.p.h. | 9.2 | 6.6 | 13.9 | 9.2 | 4.5 | 4.6 | 50.0 | 53.1 | 28.6 | 43.8 | 54.6 | 55.0 |
| 59 m.p.h. | 26.0 | 20.3 | 33.9 | 26.4 | 17.9 | 16.4 | 88.3 | 84.4 | 66.7 | 75.0 | 92.9 | 86.3 |
| 64 m.p.h. | 60.4 | 43.3 | 68.7 | 59.8 | 51.8 | 49.1 | 96.7 | 95.9 | 81.0 | 93.8 | 100.0 | 97.5 |
| 69 m.p.h. | 82.4 | 64.3 | 84.4 | 83.9 | 80.4 | 84.6 | 100.0 | 100.0 | 100.0 | 100.0 | -- | 100.0 |
| 74 m.p.h. | 95.6 | 77.9 | 94.8 | 95.4 | 96.4 | 96.4 | -- | 100.0 | -- | 100.0 | -- | 100.0 |
| 79 m.p.h. | 98.2 | 100.0 | 98.3 | 100.0 | 98.2 | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 |
| 84 m.p.h. | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 |
| 89 m.p.h. | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 |

All vehicles

8 of vehicles traveling at or less than

TABLE 8 SPEED DATA

Station 8 Highway U.S. 52 Location 1.0 Mile West of Klondike

No. of Lanes This Observation of Surface Portland Cement Concrete Weather Fair

Date August 17, 1967 Date August 26, 1966

Time 1:10 - 3:10 P.M. Time 2:45 - 5:00 P.M.

| | | PASSENGER CARS | | | | | | TRUCKS | | | | | |
|---------------------------------|------------------------|----------------|---------|---------|---------|-------------|---------|--------|---------|-----------------------|---------|---------------------|---------|
| | | All | | Indiana | | Non-Indiana | | All | | Less than 5000 pounds | | 5000 pounds or more | |
| OBSERVATION | | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present |
| All vehicles at or less than | No. of vehicles obs. | 250 | 280 | 157 | 147 | 93 | 133 | 61 | 97 | 16 | 32 | 45 | 65 |
| | Average speed (m.p.h.) | 63.3 | 65.04 | 62.8 | 63.93 | 64.0 | 66.22 | 56.3 | 54.76 | 59.3 | 55.97 | 55.2 | 54.17 |
| | Standard deviation | 6.70 | 6.80 | 7.10 | 6.64 | 5.94 | 6.81 | 5.91 | 5.90 | 6.64 | 6.17 | 5.30 | 5.72 |
| | 24 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 29 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 34 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 39 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 0.0 | 3.1 | 0.0 | 1.5 |
| | 44 m.p.h. | 1.6 | 0.4 | 2.4 | 0.0 | 0.0 | 0.8 | 4.9 | 6.2 | 6.3 | 3.1 | 4.4 | 7.7 |
| | 49 m.p.h. | 3.2 | 1.4 | 5.1 | 2.0 | 0.0 | 0.8 | 11.5 | 12.4 | 6.3 | 9.4 | 13.3 | 13.9 |
| | 54 m.p.h. | 8.0 | 6.4 | 8.9 | 7.5 | 6.5 | 5.3 | 29.5 | 50.5 | 18.8 | 46.9 | 33.3 | 52.3 |
| | 59 m.p.h. | 22.4 | 17.5 | 24.2 | 23.1 | 19.4 | 11.3 | 67.2 | 75.3 | 43.8 | 62.5 | 75.6 | 81.5 |
| | 64 m.p.h. | 54.0 | 46.8 | 58.0 | 54.4 | 47.3 | 38.4 | 91.8 | 97.9 | 75.0 | 96.9 | 97.8 | 98.5 |
| | 69 m.p.h. | 78.8 | 75.0 | 80.3 | 80.3 | 76.3 | 69.2 | 100.0 | 99.0 | 100.0 | 100.0 | 100.0 | 98.5 |
| | 74 m.p.h. | 96.8 | 92.5 | 96.2 | 94.6 | 97.9 | 90.2 | -- | 100.0 | -- | 100.0 | -- | 100.0 |
| | 79 m.p.h. | 98.8 | 98.2 | 98.7 | 99.3 | 98.2 | 97.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 |
| | 84 m.p.h. | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 |
| | 89 m.p.h. | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 |

TABLE 9 — SPEED DATA

Station 9 Highway U.S. 41 Location 1.0 Mile North of Beeswell
 No. of Lanes 2 Type of Surface Portland Cement Concrete Weather Fair
 This Observation August 17, 1967 Last Previous Observation (Speed Report No. 83)
 Date August 30, 1966
 Time 8:45 - 11:39 A.M. Time 10:15 - 2:15 P.M.

| | | PASSENGER CARS | | | | | | TRUCKS | | | | | |
|---------------------------------|------------------------|----------------|---------|---------|---------|-------------|---------|--------|---------|-----------------------|---------|---------------------|---------|
| | | All | | Indiana | | Non-Indiana | | All | | Less than 5000 pounds | | 5000 pounds or more | |
| OBSERVATION | | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present |
| ALL vehicles at or less than | No. of vehicles obs. | 225 | 228 | 115 | 118 | 110 | 110 | 95 | 137 | 23 | 53 | 72 | 84 |
| | Average speed (m.p.h.) | 58.8 | 59.55 | 58.3 | 58.62 | 59.3 | 60.55 | 48.8 | 48.77 | 51.7 | 50.17 | 47.9 | 47.89 |
| | Standard deviation | 7.23 | 6.50 | 7.02 | 6.55 | 7.45 | 6.33 | 5.93 | 6.92 | 7.49 | 6.61 | 5.09 | 7.00 |
| | 24 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| | 29 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.2 |
| | 34 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.1 | 2.9 | 0.0 | 1.9 | 1.4 | 3.6 |
| | 39 m.p.h. | 0.0 | 0.4 | 0.0 | 0.0 | 0.0 | 0.9 | 4.2 | 10.2 | 4.4 | 7.6 | 4.2 | 11.9 |
| | 44 m.p.h. | 2.2 | 1.3 | 2.6 | 1.7 | 1.8 | 0.9 | 22.1 | 24.1 | 26.1 | 20.8 | 20.8 | 26.2 |
| | 49 m.p.h. | 11.1 | 6.6 | 11.3 | 9.3 | 10.9 | 3.0 | 55.8 | 48.9 | 34.8 | 39.6 | 62.5 | 54.8 |
| | 54 m.p.h. | 30.2 | 20.2 | 30.4 | 25.4 | 30.0 | 14.6 | 85.3 | 80.9 | 60.9 | 79.3 | 93.1 | 91.7 |
| ALL vehicles | 59 m.p.h. | 48.0 | 46.1 | 48.7 | 50.9 | 47.3 | 40.9 | 96.8 | 94.2 | 91.3 | 92.5 | 98.6 | 95.2 |
| | 64 m.p.h. | 80.0 | 73.5 | 82.6 | 83.1 | 77.3 | 73.6 | 97.9 | 99.3 | 91.3 | 100.0 | 100.0 | 98.8 |
| | 69 m.p.h. | 93.3 | 94.7 | 96.5 | 97.5 | 90.0 | 91.8 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| | 74 m.p.h. | 98.7 | 99.1 | 99.1 | 99.2 | 98.2 | 99.1 | -- | 100.0 | -- | 100.0 | -- | 100.0 |
| | 79 m.p.h. | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 |
| | 84 m.p.h. | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 |
| | 89 m.p.h. | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

TABLE 10- SPEED DATA

Station 10 Highway U.S. 43 Location 2.0 Miles North of Chelmcos

No. of Lanes 2 This Observation Type of Surface Asphaltic Concrete Weather Excellent

Date August 21, 1967 Last Previous Observation (Speed Report No.)

Time 9:00 - 11:30 A.M. Date Time

| OBSERVATION | | PASSENGER CARS | | | | | | TRUCKS | | | | | |
|-------------------------|--|----------------|---------|---------|---------|-------------|---------|--------|---------|-----------------------|---------|---------------------|---------|
| | | All | | Indiana | | Non-Indiana | | All | | Less than 5000 pounds | | 5000 pounds or more | |
| | | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present |
| All vehicles | | | | | | | | | | | | | |
| at or less than | | | | | | | | | | | | | |
| 3 of vehicles traveling | | | | | | | | | | | | | |
| No. of vehicles obs. | | | 249 | | 195 | | 54 | | 84 | | 37 | | 47 |
| Average speed (m.p.h.) | | | 62.93 | | 62.31 | | 65.17 | | 56.48 | | 57.76 | | 55.47 |
| Standard deviation | | | 8.91 | | 9.34 | | 6.78 | | 7.72 | | 9.60 | | 5.74 |
| 24 m.p.h. | | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| 29 m.p.h. | | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 | | 0.0 |
| 34 m.p.h. | | | 0.0 | | 0.0 | | 0.0 | | 1.2 | | 2.7 | | 0.0 |
| 39 m.p.h. | | | 0.0 | | 0.0 | | 0.0 | | 2.4 | | 5.4 | | 0.0 |
| 44 m.p.h. | | | 2.4 | | 3.1 | | 0.0 | | 4.8 | | 8.1 | | 2.1 |
| 49 m.p.h. | | | 7.6 | | 9.7 | | 0.0 | | 13.1 | | 16.2 | | 10.6 |
| 54 m.p.h. | | | 14.9 | | 18.5 | | 1.9 | | 41.7 | | 37.8 | | 44.7 |
| 59 m.p.h. | | | 31.7 | | 35.4 | | 18.5 | | 64.3 | | 56.3 | | 70.2 |
| 64 m.p.h. | | | 59.4 | | 62.1 | | 50.0 | | 83.3 | | 70.3 | | 93.6 |
| 69 m.p.h. | | | 80.7 | | 81.0 | | 79.6 | | 95.2 | | 89.2 | | 100.0 |
| 74 m.p.h. | | | 90.4 | | 90.8 | | 88.9 | | 98.8 | | 97.3 | | 100.0 |
| 79 m.p.h. | | | 96.8 | | 96.9 | | 96.3 | | 100.0 | | 100.0 | | 100.0 |
| 84 m.p.h. | | | 98.8 | | 99.0 | | 98.2 | | 100.0 | | 100.0 | | 100.0 |
| 89 m.p.h. | | | 99.2 | | 99.0 | | 100.0 | | 100.0 | | 100.0 | | 100.0 |

TABLE 11 — SPEED DATA

Station 11 Highway U.S. 31 Location 3.0 Miles South of Rochester
 No. of Lanes 2 This Observation Asphaltic Concrete Weather Excellent
 Date August 21, 1967 Last Previous Observation (Speed Report No. 83)
 Time 1:30 - 3:30 P.M. Date September 2, 1966
 Time 12:00 - 3:15 P.M.

| OBSERVATION | | PASSENGER CARS | | | | | | TRUCKS | | | | | |
|------------------------|--|----------------|---------|---------|---------|-------------|---------|--------|---------|-----------------------|---------|---------------------|---------|
| | | All | | Indiana | | Non-Indiana | | All | | Less than 5000 pounds | | 5000 pounds or more | |
| | | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present |
| No. of vehicles obs. | | 229 | 252 | 178 | 191 | 51 | 61 | 88 | 91 | 29 | 33 | 59 | 58 |
| Average speed (m.p.h.) | | 63.3 | 62.61 | 63.5 | 62.46 | 62.8 | 63.08 | 55.2 | 55.02 | 57.1 | 56.21 | 54.3 | 54.34 |
| Standard deviation | | 7.88 | 7.08 | 7.59 | 7.24 | 8.88 | 6.57 | 6.91 | 5.81 | 8.09 | 5.66 | 6.11 | 5.83 |
| 24 m.p.h. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 29 m.p.h. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 34 m.p.h. | | 0.4 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 39 m.p.h. | | 0.9 | 0.0 | 0.0 | 0.0 | 3.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 44 m.p.h. | | 1.3 | 1.2 | 0.6 | 1.1 | 3.9 | 1.6 | 6.8 | 6.6 | 6.9 | 3.0 | 6.8 | 8.6 |
| 49 m.p.h. | | 3.5 | 3.6 | 2.8 | 3.7 | 5.9 | 3.3 | 18.2 | 15.4 | 20.7 | 12.1 | 17.0 | 17.2 |
| 54 m.p.h. | | 9.2 | 11.9 | 8.4 | 13.6 | 11.8 | 6.6 | 46.6 | 42.9 | 31.0 | 36.4 | 54.2 | 46.6 |
| 59 m.p.h. | | 25.8 | 32.1 | 25.8 | 32.5 | 25.5 | 31.2 | 73.9 | 76.9 | 62.1 | 66.7 | 79.7 | 82.8 |
| 64 m.p.h. | | 59.8 | 59.1 | 61.2 | 59.2 | 54.9 | 59.0 | 88.6 | 96.7 | 82.8 | 90.9 | 91.5 | 100.0 |
| 69 m.p.h. | | 78.6 | 85.3 | 78.1 | 85.9 | 80.4 | 83.6 | 98.9 | 100.0 | 96.6 | 100.0 | 100.0 | 100.0 |
| 74 m.p.h. | | 92.6 | 96.0 | 93.3 | 95.3 | 90.2 | 98.4 | 98.9 | 100.0 | 96.6 | 100.0 | 100.0 | 100.0 |
| 79 m.p.h. | | 97.4 | 98.8 | 96.6 | 98.4 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 | 100.0 |
| 84 m.p.h. | | 99.6 | 99.6 | 99.4 | 99.5 | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 |
| 89 m.p.h. | | 100.0 | 100.0 | 100.0 | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 |

All vehicles
 8 or vehicles traveling
 at or less than

TABLE 12 SPEED DATA

Station 12 Highway S.R. 25 Location 0.7 Mile West of Americus

No. of Lanes 2 Type of Surface Asphaltic Concrete Weather Good

This Observation Date August 25, 1967 Last Previous Observation (Speed Report No. 83)

Date September 1, 1966

Time 9:30 - 12:00 A.M. Time 11:00 A.M. - 2:00 P.M.

| OBSERVATION | | PASSENGER CARS | | | | | | TRUCKS | | | | | |
|------------------------|--|----------------|---------|---------|---------|-------------|---------|--------|---------|-----------------------|---------|---------------------|---------|
| | | All | | Indiana | | Non-Indiana | | All | | Less than 5000 pounds | | 5000 pounds or more | |
| | | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present |
| All vehicles | | | | | | | | | | | | | |
| No. of vehicles obs. | | 213 | 216 | 186 | 177 | 27 | 39 | 64 | 83 | 16 | 36 | 48 | 47 |
| Average speed (m.p.h.) | | 58.6 | 59.65 | 58.6 | 59.65 | 58.2 | 59.64 | 52.7 | 52.73 | 57.4 | 53.14 | 51.1 | 52.43 |
| Standard deviation | | 6.63 | 8.10 | 6.66 | 8.49 | 6.55 | 6.12 | 6.25 | 5.22 | 7.02 | 6.76 | 5.14 | 4.80 |
| 24 m.p.h. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 29 m.p.h. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 34 m.p.h. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 39 m.p.h. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.6 | 0.0 | 0.0 | 0.0 | 2.1 | 0.0 |
| 44 m.p.h. | | 2.8 | 1.9 | 2.7 | 1.7 | 3.7 | 2.6 | 7.8 | 4.8 | 0.0 | 5.6 | 10.4 | 4.3 |
| 49 m.p.h. | | 3.9 | 9.7 | 3.6 | 11.3 | 11.1 | 2.6 | 29.7 | 28.9 | 12.5 | 27.8 | 35.4 | 29.8 |
| 54 m.p.h. | | 26.8 | 25.5 | 27.4 | 26.6 | 22.2 | 20.5 | 57.2 | 61.5 | 37.5 | 61.1 | 77.1 | 61.7 |
| 59 m.p.h. | | 49.8 | 50.0 | 51.1 | 49.7 | 40.7 | 51.3 | 37.5 | 90.4 | 62.5 | 83.3 | 95.8 | 95.7 |
| 64 m.p.h. | | 81.7 | 75.9 | 80.1 | 74.0 | 92.6 | 84.6 | 33.8 | 98.8 | 75.0 | 97.2 | 100.0 | 100.0 |
| 69 m.p.h. | | 98.1 | 88.9 | 97.9 | 88.7 | 100.0 | 89.7 | 100.0 | 100.0 | 100.0 | 100.0 | -- | 100.0 |
| 74 m.p.h. | | 100.0 | 97.2 | 100.0 | 96.6 | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 |
| 79 m.p.h. | | -- | 98.2 | -- | 97.7 | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 |
| 84 m.p.h. | | -- | 99.5 | -- | 99.4 | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 |
| 89 m.p.h. | | -- | 99.5 | -- | 99.4 | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 |

TABLE 13-- SPEED DATA

Station 1, 2, 3, 4, Highway Interstate Location See Individual Stations

No. of Lanes This Observation Type of Surface Last Previous Observation (Speed Report No. 83) Weather

Date Date

Time Time

| OBSERVATION | | PASSENGER CARS | | | | | | TRUCKS | | | | | |
|------------------------|--|----------------|---------|---------|---------|-------------|---------|--------|---------|-----------------------|---------|---------------------|---------|
| | | All | | Indiana | | Non-Indiana | | All | | Less than 5000 pounds | | 5000 pounds or more | |
| | | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present |
| No. of vehicles obs. | | 951 | 1051 | 601 | 653 | 350 | 398 | 284 | 426 | 89 | 80 | 195 | 346 |
| Average speed (m.p.h.) | | 62.5 | 67.14 | 62.1 | 66.42 | 63.3 | 68.34 | 55.3 | 57.5 | 56.1 | 59.96 | 54.9 | 56.94 |
| Standard deviation | | 6.04 | 6.96 | 5.99 | 6.86 | 6.06 | 6.97 | 5.40 | 5.86 | 6.79 | 7.55 | 4.59 | 5.25 |
| 24 m.p.h. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 29 m.p.h. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 34 m.p.h. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 0.3 |
| 39 m.p.h. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.7 | 0.5 | 0.0 | 0.0 | 1.0 | 0.6 |
| 44 m.p.h. | | 0.1 | 0.0 | 0.2 | 0.0 | 0.0 | 0.0 | 1.6 | 1.6 | 6.7 | 0.0 | 4.6 | 2.0 |
| 49 m.p.h. | | 1.2 | 0.8 | 1.3 | 0.8 | 0.9 | 0.8 | 12.3 | 8.2 | 15.7 | 10.0 | 10.8 | 7.8 |
| 54 m.p.h. | | 7.5 | 4.6 | 8.5 | 5.1 | 5.7 | 3.8 | 36.3 | 27.0 | 36.0 | 23.8 | 36.4 | 27.8 |
| 59 m.p.h. | | 28.4 | 13.2 | 30.0 | 15.0 | 25.7 | 10.3 | 82.0 | 62.4 | 68.5 | 46.3 | 88.2 | 66.2 |
| 64 m.p.h. | | 63.0 | 34.3 | 65.7 | 38.0 | 58.3 | 28.1 | 97.2 | 91.6 | 92.1 | 73.8 | 99.5 | 95.7 |
| 69 m.p.h. | | 87.2 | 62.2 | 89.5 | 67.8 | 83.1 | 53.0 | 98.9 | 97.4 | 96.6 | 88.8 | 100.0 | 99.4 |
| 74 m.p.h. | | 97.3 | 86.7 | 97.8 | 88.5 | 96.3 | 83.7 | 100.0 | 99.5 | 100.0 | 97.5 | -- | 100.0 |
| 79 m.p.h. | | 99.2 | 96.5 | 99.5 | 96.8 | 98.6 | 96.0 | -- | 99.8 | -- | 98.8 | -- | 100.0 |
| 84 m.p.h. | | 99.8 | 99.4 | 99.7 | 99.7 | 100.0 | 99.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 |
| 89 m.p.h. | | 99.9 | 99.8 | 99.8 | 100.0 | -- | 99.5 | -- | 100.0 | -- | 100.0 | -- | 100.0 |

* One car 90 M.P.H.

TABLE 14 SPEED DATA

Station 5, 6, 7, 8 Highway 4 Lane 1 Location See Individual Stations

No. of Lanes 4 Type of Surface Asphalt Weather Clear

This Observation Date 10/10/54 Last Previous Observation (Speed Report No. 83)

Date 10/10/54 Time 10:00

| OBSERVATION | PASSENGER CARS | | | | | | TRUCKS | | | | | |
|------------------------|----------------|---------|---------|---------|-------------|---------|--------|---------|-----------------------|---------|---------------------|---------|
| | All | | Indiana | | Non-Indiana | | All | | Less than 5000 pounds | | 5000 pounds or more | |
| | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present |
| No. of vehicles obs. | 978 | 969 | 639 | 559 | 339 | 410 | 352 | 404 | 82 | 116 | 270 | 288 |
| Average speed (m.p.h.) | 63.5 | 64.95 | 63.1 | 64.38 | 64.3 | 65.73 | 54.2 | 54.90 | 58.7 | 56.99 | 52.8 | 54.06 |
| Standard deviation | 6.94 | 6.44 | 7.23 | 6.64 | 6.30 | 6.09 | 6.45 | 6.75 | 6.39 | 7.35 | 5.81 | 6.31 |
| 24 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 29 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 34 m.p.h. | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 39 m.p.h. | 0.2 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 2.6 | 2.0 | 0.0 | 0.9 | 3.3 | 1.7 |
| 44 m.p.h. | 1.0 | 0.5 | 1.4 | 0.7 | 0.3 | 0.2 | 7.1 | 7.2 | 3.7 | 4.3 | 8.2 | 8.3 |
| 49 m.p.h. | 3.0 | 1.44 | 3.6 | 2.0 | 1.8 | 0.7 | 20.7 | 19.6 | 4.9 | 16.4 | 25.6 | 20.8 |
| 54 m.p.h. | 8.6 | 5.6 | 10.2 | 6.6 | 5.6 | 4.2 | 48.3 | 46.5 | 22.0 | 39.7 | 56.3 | 49.3 |
| 59 m.p.h. | 23.3 | 16.5 | 25.7 | 20.0 | 18.9 | 11.7 | 80.4 | 73.3 | 52.4 | 59.5 | 88.9 | 78.8 |
| 64 m.p.h. | 53.8 | 45.3 | 56.5 | 49.6 | 48.7 | 39.5 | 94.6 | 93.8 | 78.1 | 85.3 | 99.6 | 97.2 |
| 69 m.p.h. | 79.6 | 77.4 | 80.3 | 79.3 | 78.2 | 74.9 | 99.7 | 98.5 | 93.8 | 96.6 | 100.0 | 99.3 |
| 74 m.p.h. | 95.6 | 94.4 | 95.0 | 95.0 | 96.8 | 93.7 | 99.7 | 100.0 | 98.8 | 100.0 | -- | 100.0 |
| 79 m.p.h. | 98.7 | 98.7 | 98.6 | 98.9 | 98.8 | 98.3 | 100.0 | 100.0 | 100.0 | 100.0 | -- | 100.0 |
| 84 m.p.h. | 100.0 | 99.8 | 100.0 | 99.8 | 100.0 | 99.8 | -- | 100.0 | -- | 100.0 | -- | 100.0 |
| 89 m.p.h. | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 | -- | 100.0 |

% of vehicles traveling at or less than

TABLE 15—SPEED DATA

Station 9-10, 11, 12 Highway 2 Lanes Location See Individual Stations

No. of Lanes This Observation Type of Surface Last Previous Observation (Speed Report No. 83—) Weather

Date Date

Time Time

| OBSERVATION | | PASSENGER CARS | | | | | | TRUCKS | | | | | |
|------------------------|--|----------------|---------|---------|---------|-------------|---------|--------|---------|-----------------------|---------|---------------------|---------|
| | | All | | Indiana | | Non-Indiana | | All | | Less than 5000 pounds | | 5000 pounds or more | |
| | | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present |
| No. of vehicles obs. | | 899 | 945 | 576 | 681 | 323 | 264 | 303 | 395 | 81 | 159 | 222 | 236 |
| Average speed (m.p.h.) | | 59.9 | 61.28 | 60.1 | 61.02 | 59.5 | 61.94 | 52.0 | 52.68 | 55.4 | 53.86 | 50.8 | 51.89 |
| Standard deviation | | 7.12 | 7.86 | 7.22 | 8.25 | 6.94 | 6.72 | 6.70 | 7.22 | 7.53 | 7.66 | 5.93 | 6.81 |
| 24 m.p.h. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 29 m.p.h. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.0 | 0.0 | 0.4 |
| 34 m.p.h. | | 0.1 | 0.0 | 0.0 | 0.0 | 0.3 | 0.0 | 0.3 | 1.3 | 0.0 | 1.3 | 0.5 | 1.3 |
| 39 m.p.h. | | 0.2 | 0.1 | 0.0 | 0.0 | 0.6 | 0.4 | 1.7 | 4.1 | 1.2 | 3.8 | 1.8 | 4.2 |
| 44 m.p.h. | | 1.7 | 1.7 | 1.6 | 1.9 | 1.9 | 1.1 | 12.5 | 11.9 | 9.9 | 10.7 | 13.5 | 12.7 |
| 49 m.p.h. | | 6.5 | 6.8 | 6.4 | 8.4 | 6.5 | 2.7 | 35.6 | 29.4 | 21.0 | 25.8 | 41.0 | 31.8 |
| 54 m.p.h. | | 21.8 | 17.8 | 21.4 | 20.4 | 22.6 | 11.0 | 67.0 | 61.8 | 40.7 | 56.6 | 76.6 | 65.3 |
| 59 m.p.h. | | 44.1 | 39.5 | 42.5 | 41.0 | 46.8 | 35.6 | 87.1 | 83.0 | 72.8 | 76.7 | 92.3 | 87.3 |
| 64 m.p.h. | | 76.8 | 67.7 | 75.5 | 68.0 | 79.0 | 67.1 | 94.4 | 95.2 | 86.4 | 90.6 | 97.3 | 98.3 |
| 69 m.p.h. | | 91.8 | 87.2 | 91.5 | 87.2 | 92.3 | 87.1 | 99.7 | 99.0 | 98.8 | 97.5 | 100.0 | 100.0 |
| 74 m.p.h. | | 97.8 | 95.6 | 97.7 | 95.0 | 97.8 | 96.9 | 99.7 | 99.8 | 98.8 | 99.4 | — | 100.0 |
| 79 m.p.h. | | 99.3 | 98.4 | 99.0 | 98.1 | 100.0 | 99.2 | 100.0 | 100.0 | 100.0 | 100.0 | — | 100.0 |
| 84 m.p.h. | | 99.9 | 99.5 | 99.8 | 99.5 | — | 99.6 | — | 100.0 | — | 100.0 | — | 100.0 |
| 89 m.p.h. | | 100.0 | 99.7 | — | 99.6 | — | 100.0 | — | 100.0 | — | 100.0 | — | 100.0 |

TABLE 16 SPEED DATA

Station 1 thru 12 Highway All Systems Location See Individual Stations

No. of Lanes. This Observation Type of Surface

Last Previous Observation (Speed Report No. 83)

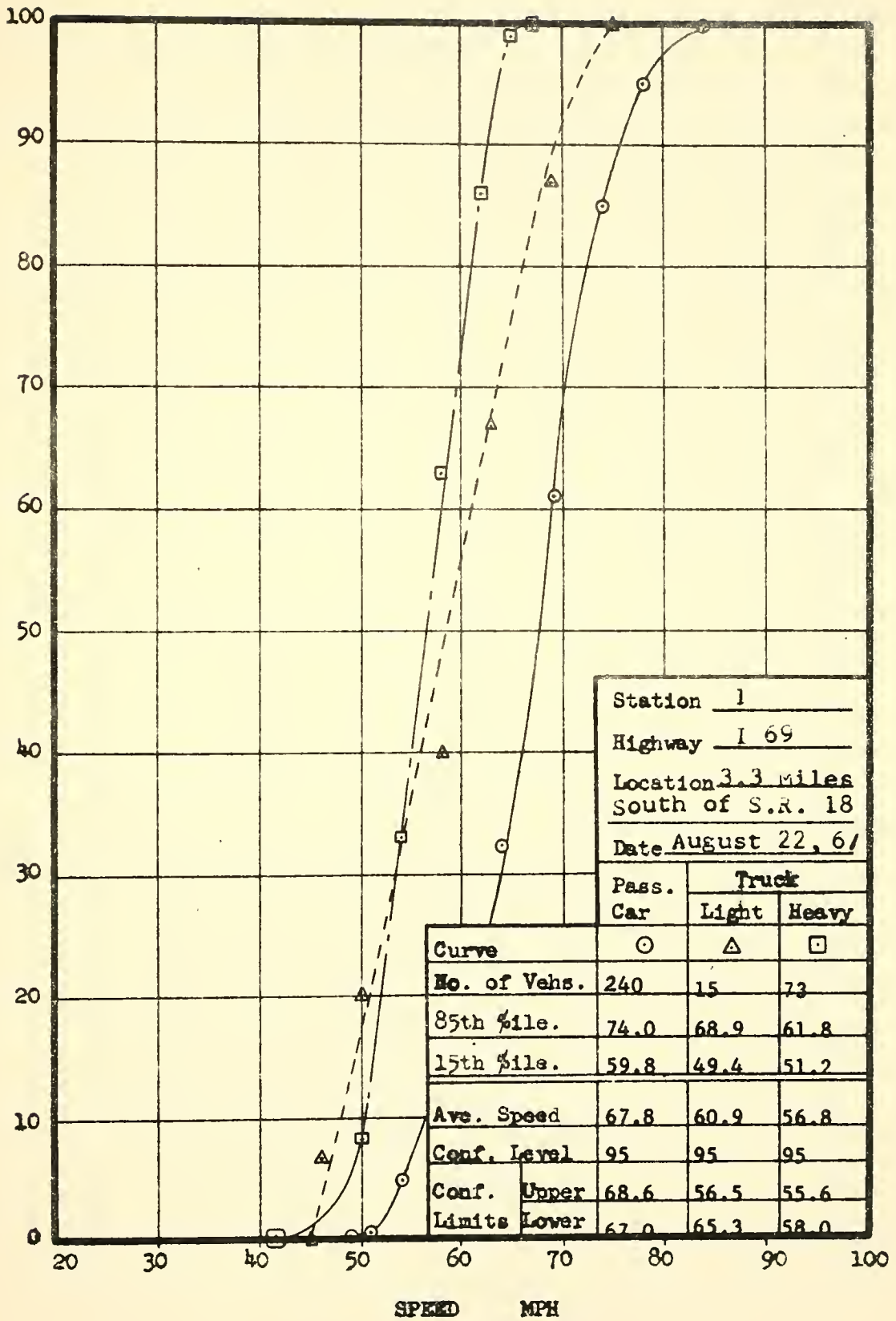
Date

Time

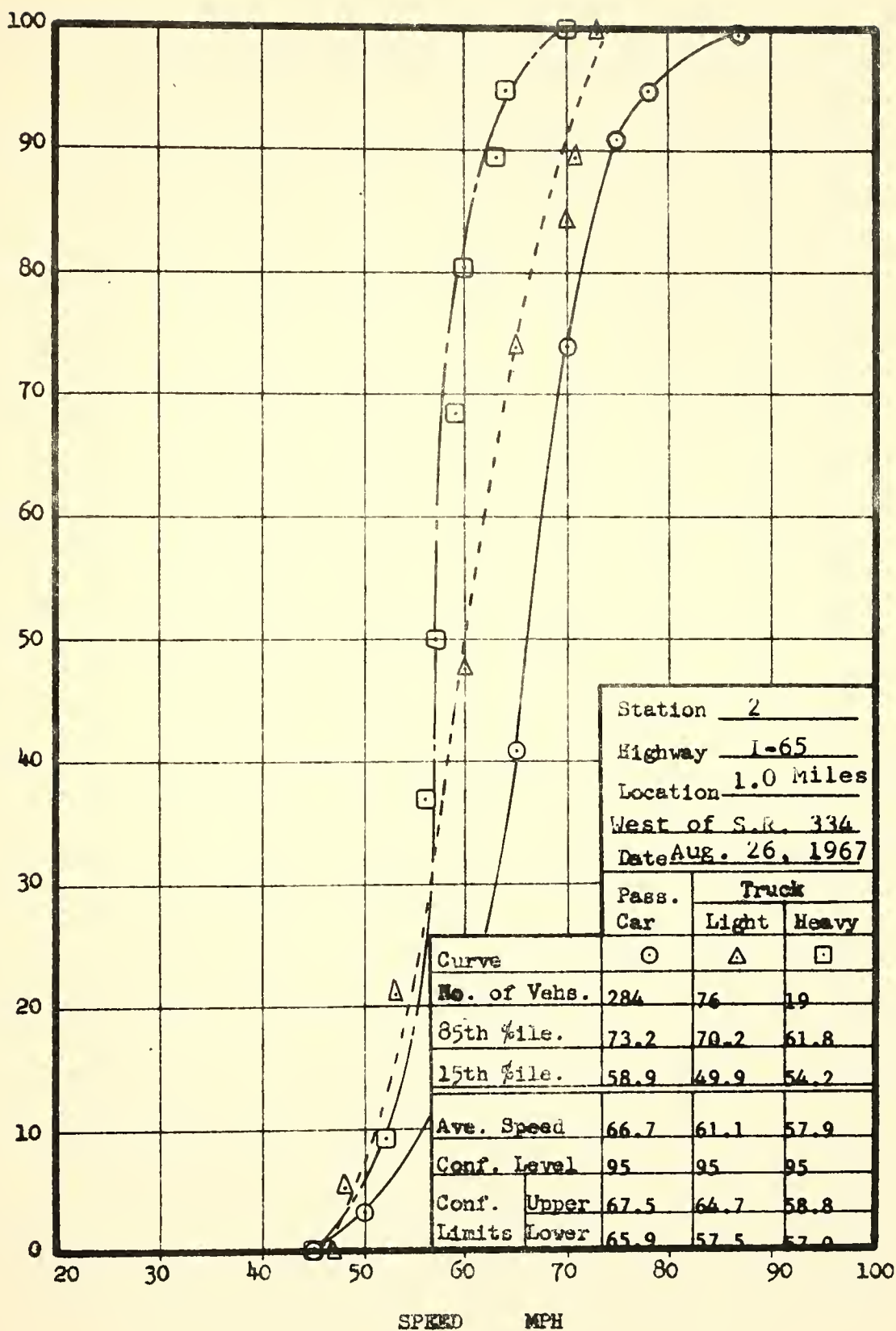
| OBSERVATION | | PASSENGER CARS | | | | | | TRUCKS | | | |
|------------------------|--|----------------|---------|---------|---------|-------------|---------|--------|---------|-----------------------|---------|
| | | All | | Indiana | | Non-Indiana | | All | | Less than 5000 pounds | |
| | | Last | Present | Last | Present | Last | Present | Last | Present | Last | Present |
| No. of vehicles obs. | | 2828 | 2965 | 1816 | 1893 | 1012 | 1072 | 939 | 1225 | 252 | 355 |
| Average speed (m.p.h.) | | 62.0 | 64.56 | 61.8 | 63.87 | 62.4 | 65.77 | 53.8 | 55.09 | 56.7 | 56.26 |
| Standard deviation | | 6.88 | 7.50 | 6.95 | 7.68 | 6.74 | 7.02 | 6.37 | 6.90 | 7.03 | 7.89 |
| 24 m.p.h. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 29 m.p.h. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| 34 m.p.h. | | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.1 | 0.5 | 0.0 | 0.6 |
| 39 m.p.h. | | 0.1 | 0.0 | 0.1 | 0.0 | 0.2 | 0.1 | 1.7 | 2.1 | 0.4 | 2.3 |
| 44 m.p.h. | | 0.9 | 0.7 | 1.1 | 0.9 | 0.7 | 0.4 | 8.1 | 6.8 | 6.8 | 6.2 |
| 49 m.p.h. | | 3.5 | 2.9 | 3.7 | 3.9 | 3.0 | 1.2 | 23.0 | 18.8 | 13.9 | 19.2 |
| 54 m.p.h. | | 12.4 | 9.1 | 13.2 | 11.0 | 11.1 | 5.7 | 50.7 | 44.7 | 32.9 | 43.7 |
| 59 m.p.h. | | 31.6 | 22.7 | 32.4 | 25.8 | 30.1 | 17.1 | 83.1 | 72.7 | 64.7 | 64.2 |
| 64 m.p.h. | | 64.2 | 48.5 | 65.6 | 52.2 | 61.7 | 42.1 | 95.3 | 93.5 | 85.7 | 85.1 |
| 69 m.p.h. | | 86.0 | 75.1 | 86.9 | 78.2 | 84.4 | 69.8 | 99.5 | 98.3 | 98.0 | 95.2 |
| 74 m.p.h. | | 96.9 | 92.0 | 96.8 | 92.8 | 96.9 | 90.8 | 99.8 | 99.8 | 99.2 | 99.2 |
| 79 m.p.h. | | 99.1 | 97.9 | 99.0 | 97.9 | 99.1 | 97.7 | 100.0 | 99.9 | 100.0 | 99.7 |
| 84 m.p.h. | | 99.9 | 99.6 | 99.8 | 99.6 | 100.0 | 99.4 | -- | 100.0 | -- | 100.0 |
| 89 m.p.h. | | 100.0 | 99.8 | *99.9 | 99.8 | -- | 99.8 | -- | 100.0 | -- | 100.0 |

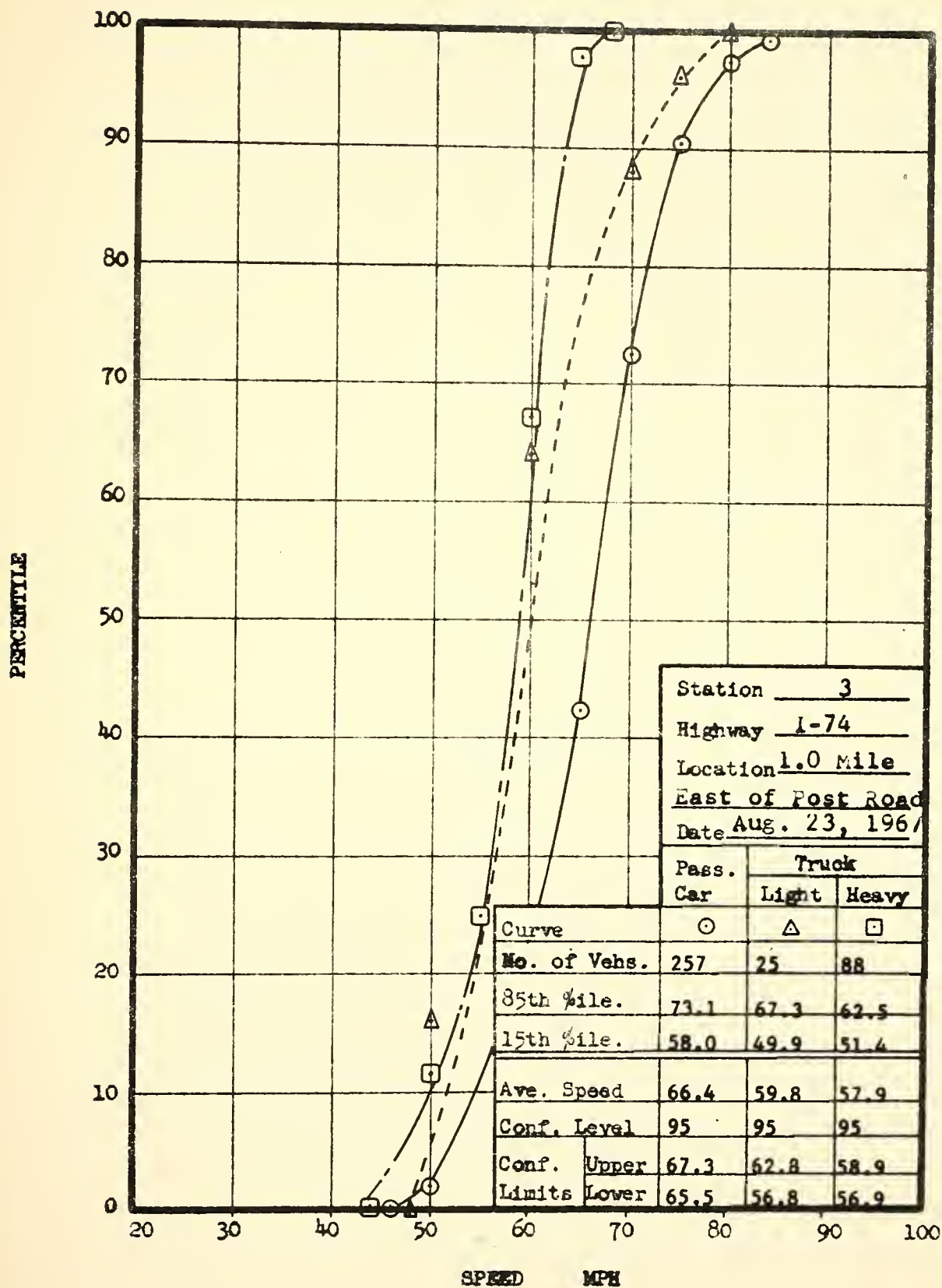
* One Car 90 M.P.H.

PERCENTILE

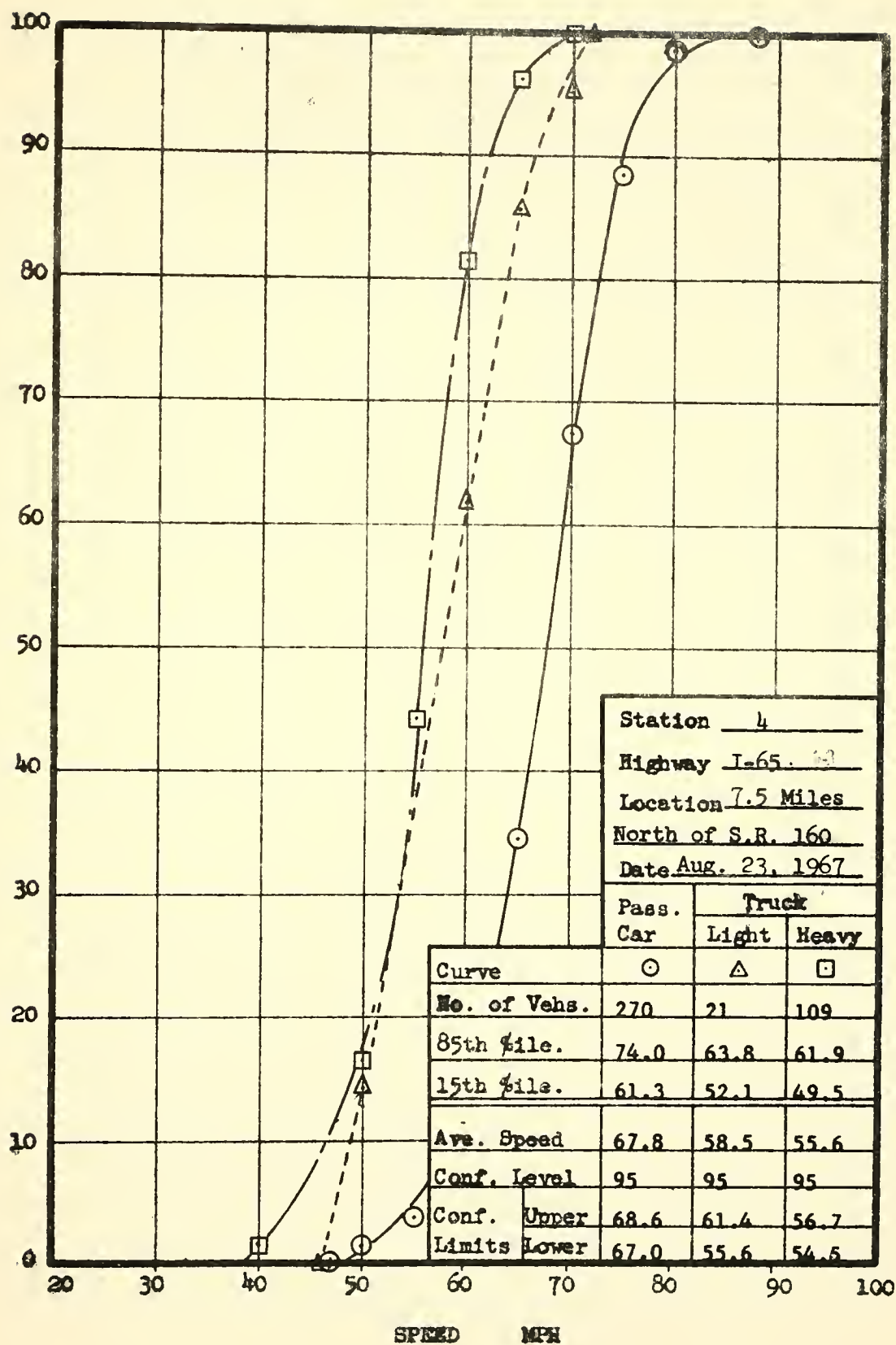


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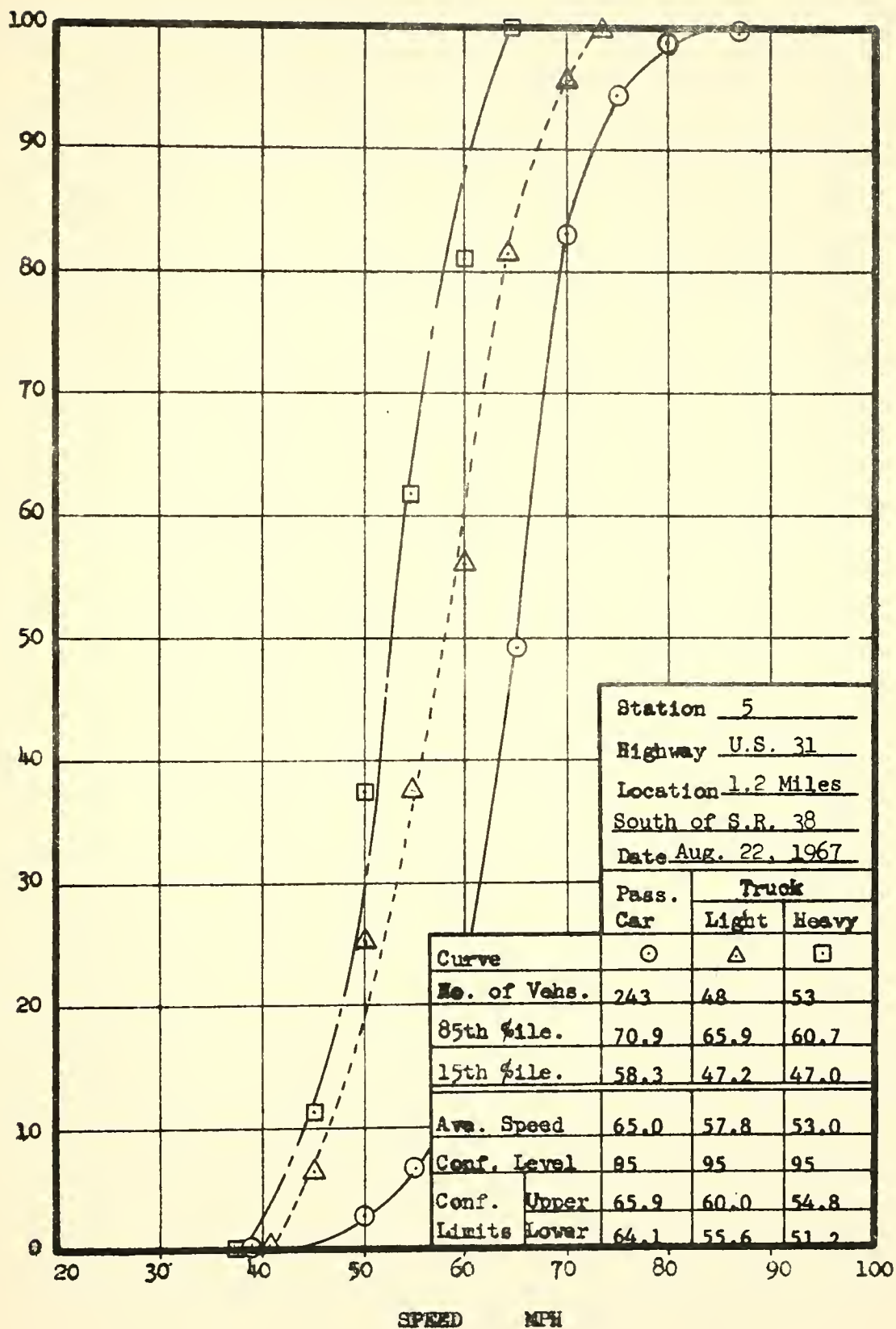




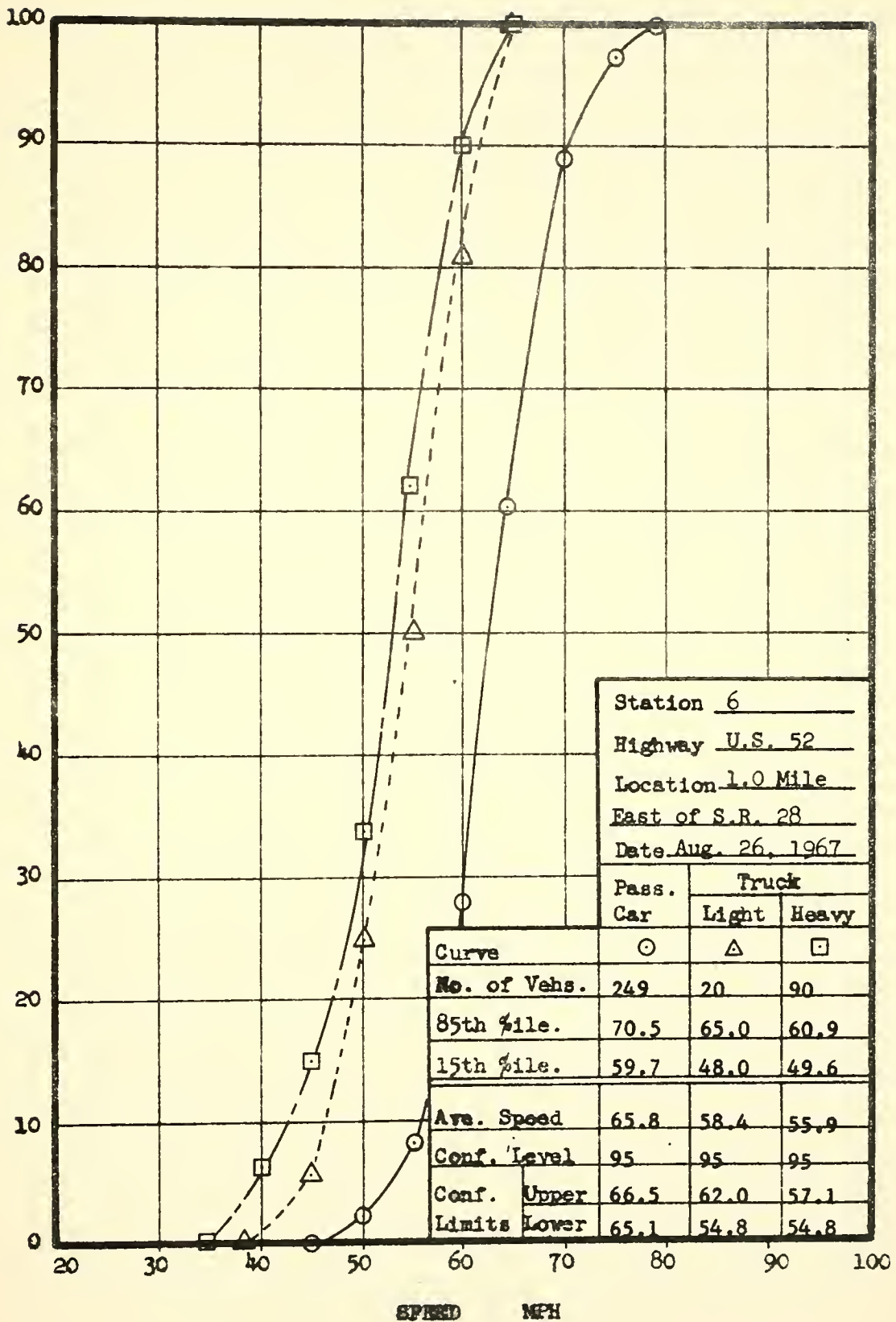
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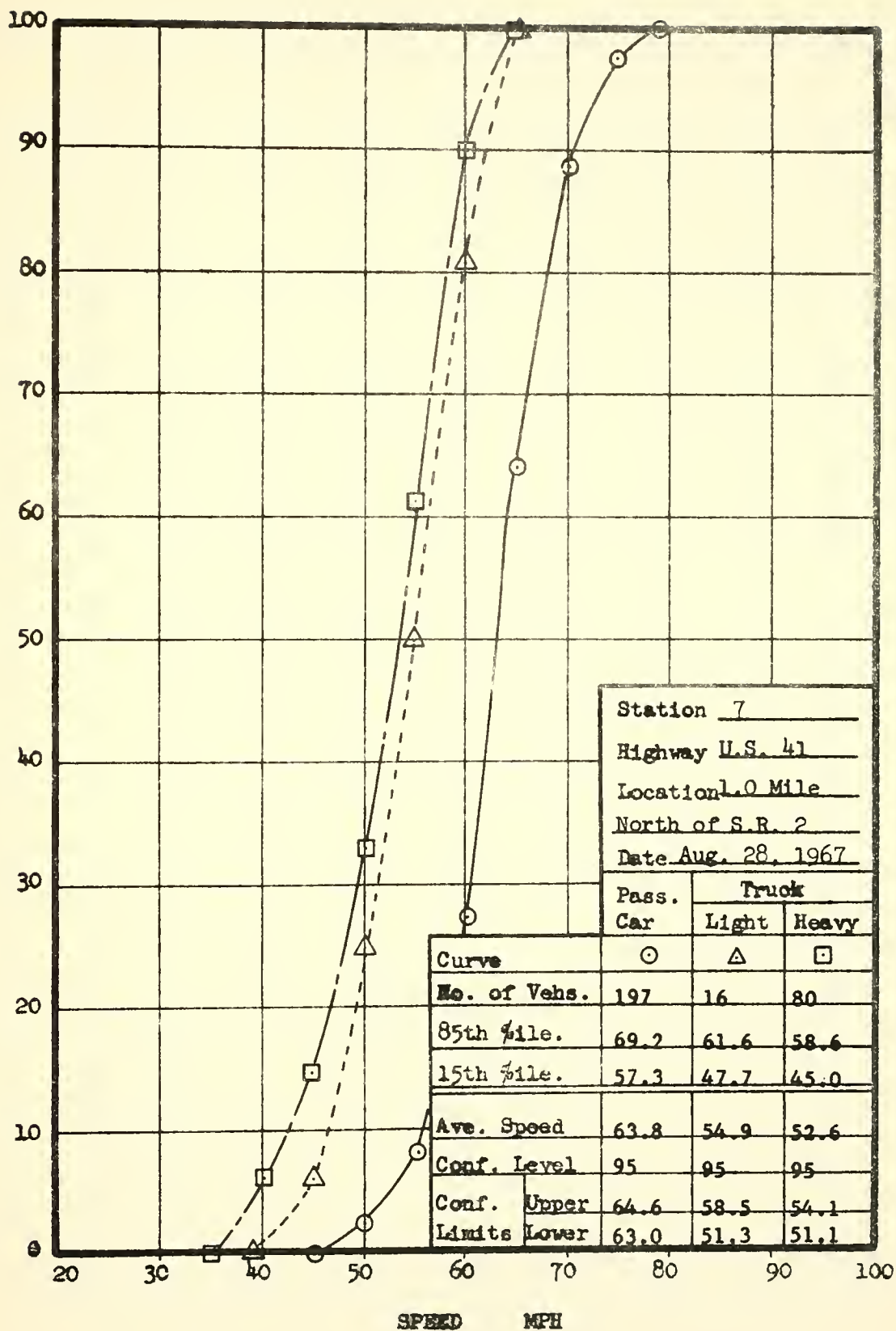
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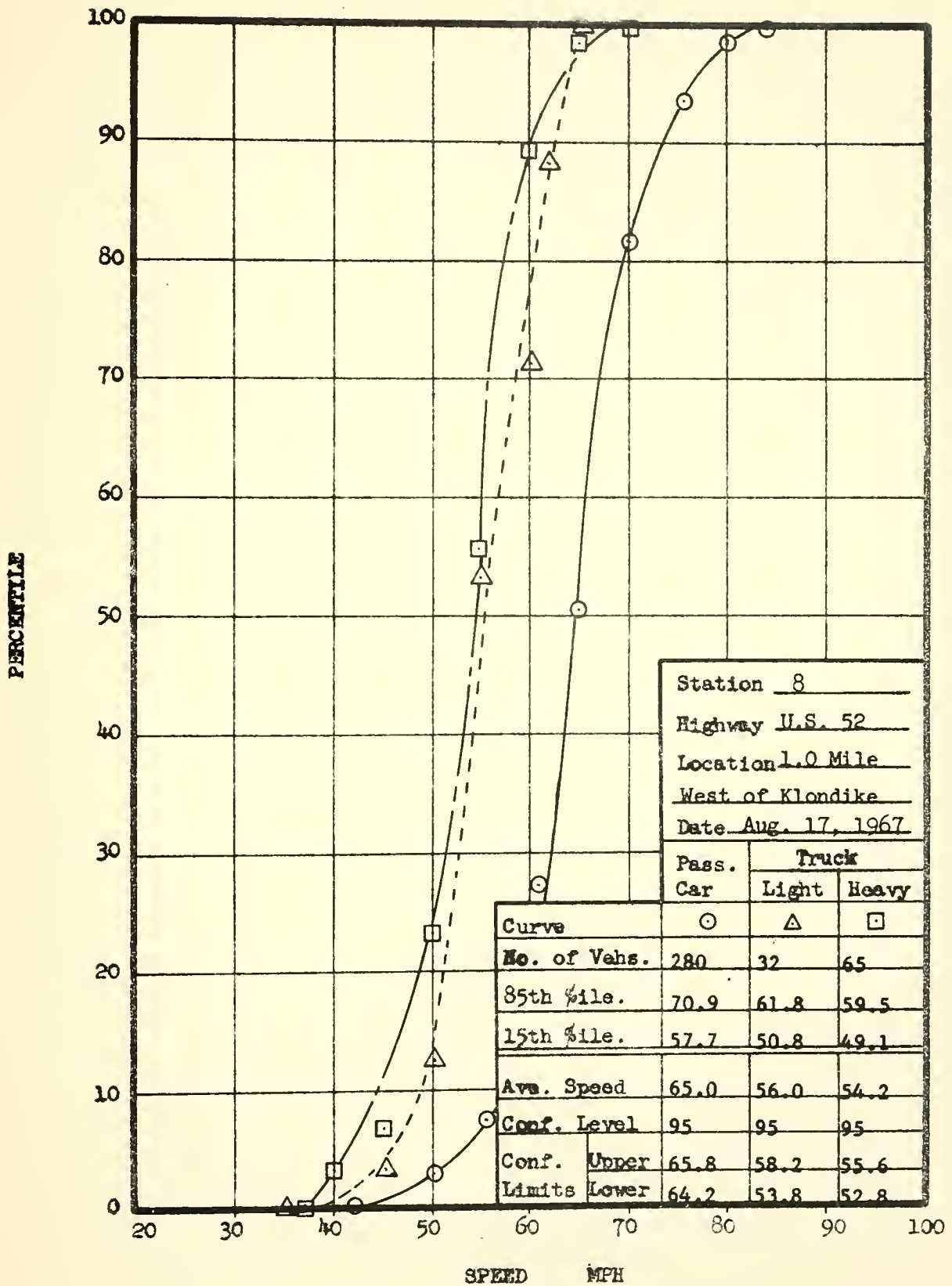


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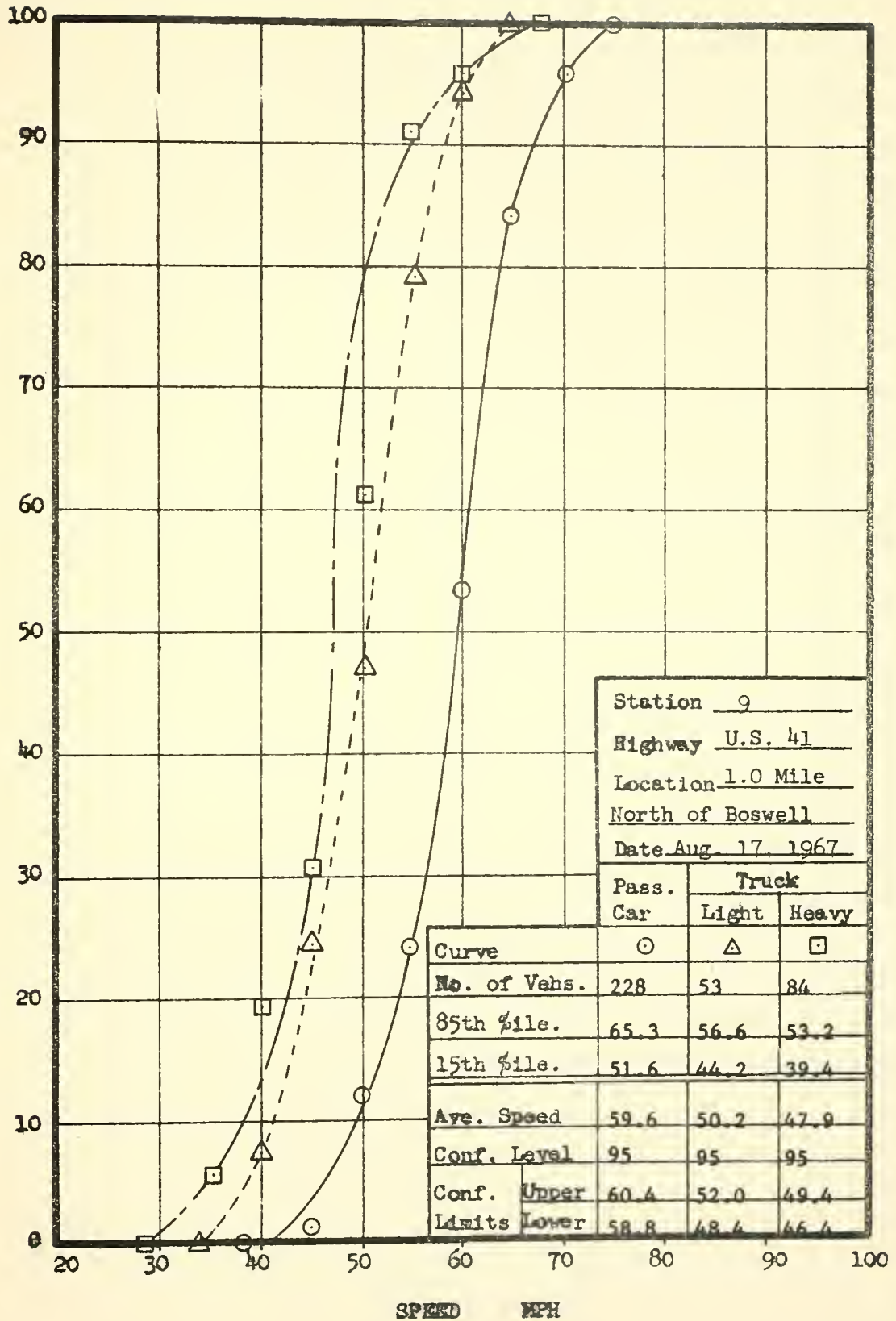


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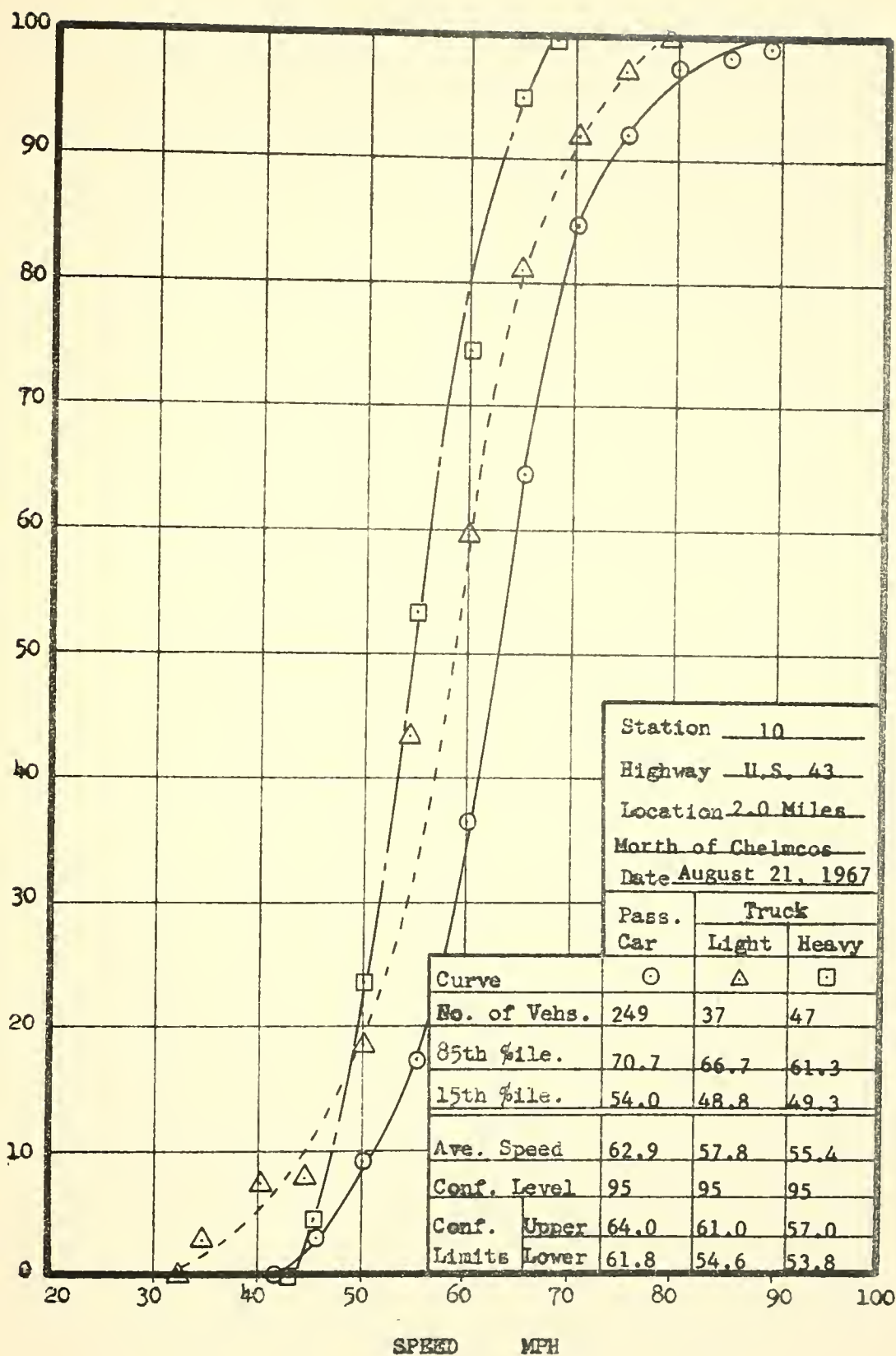




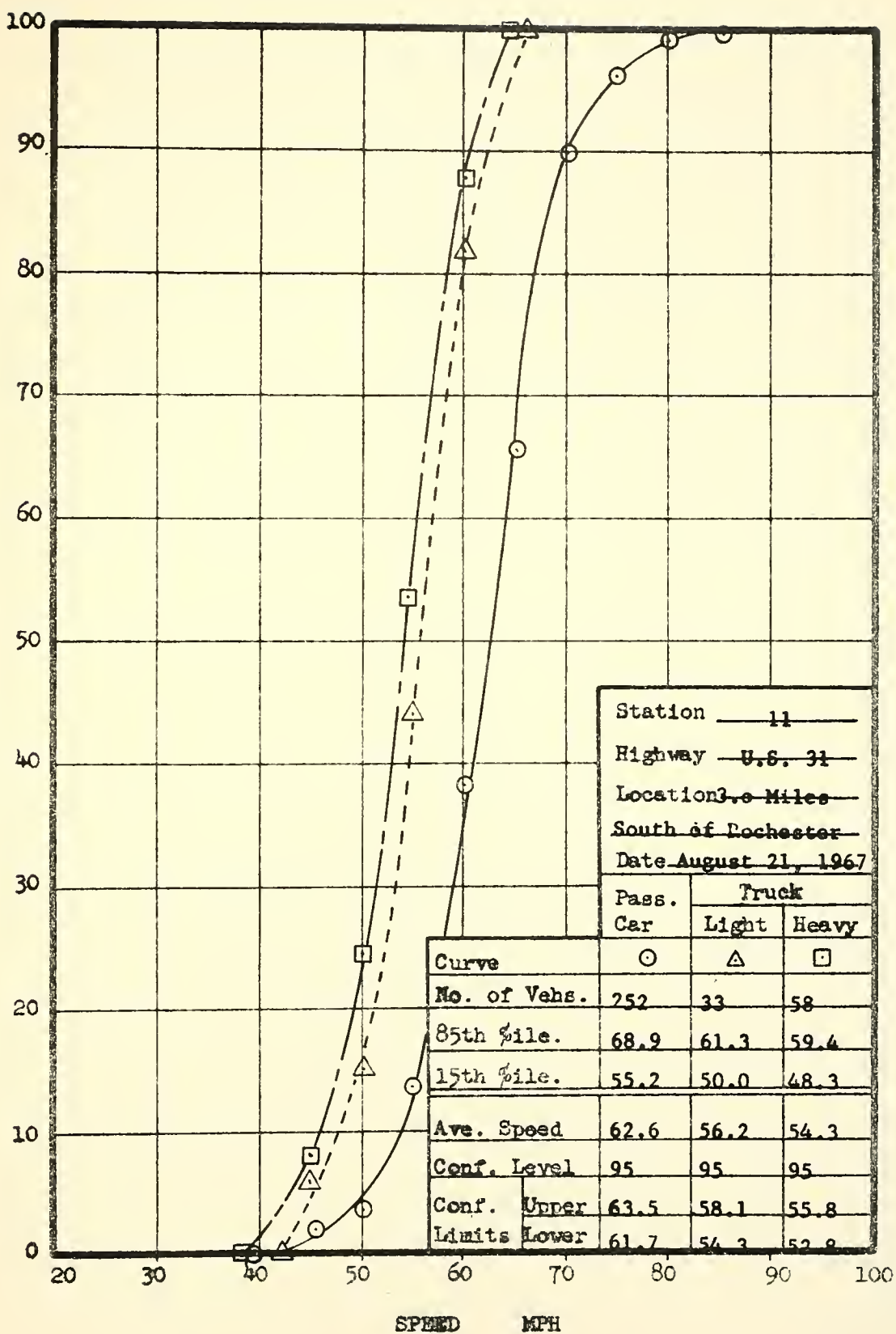
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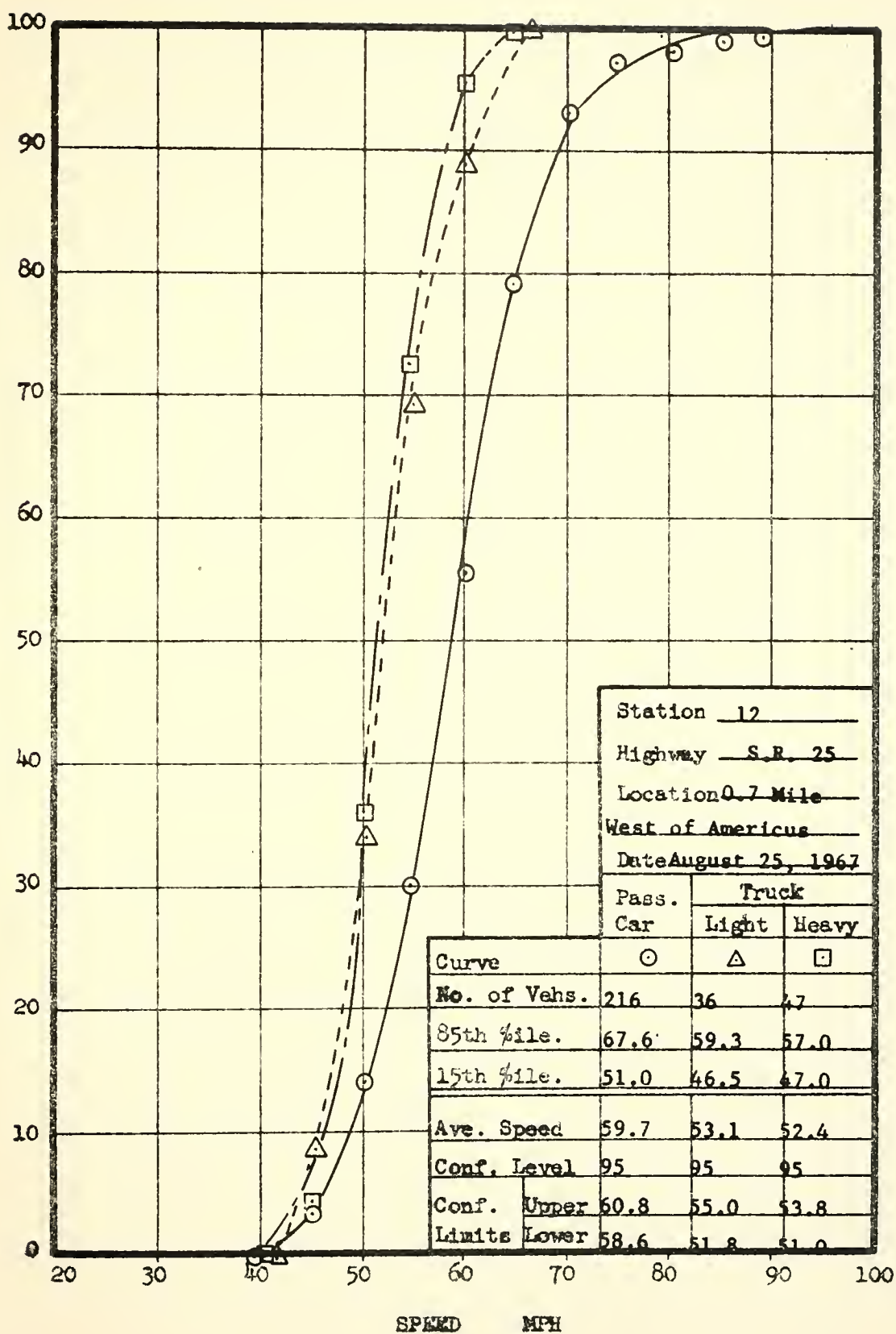
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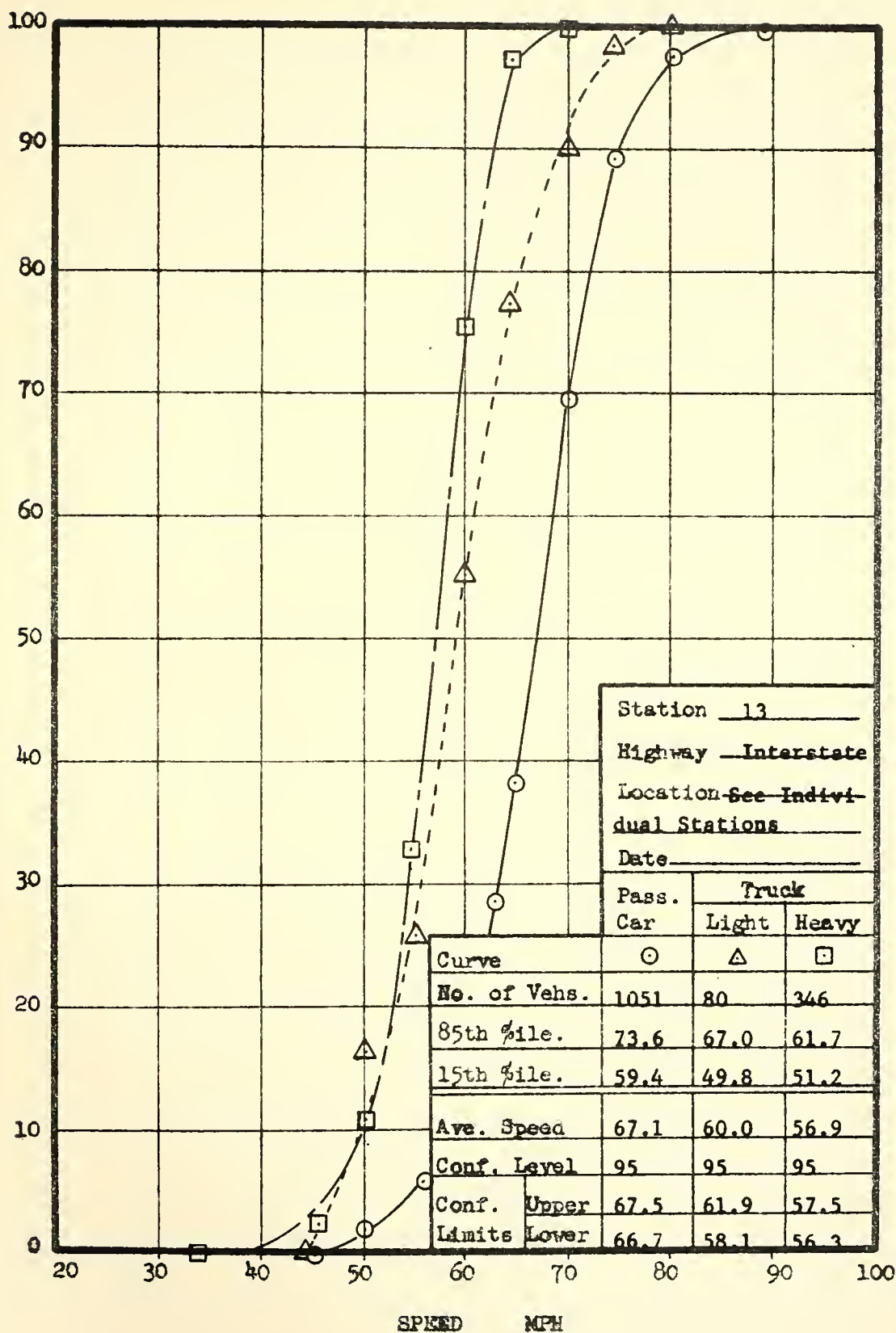
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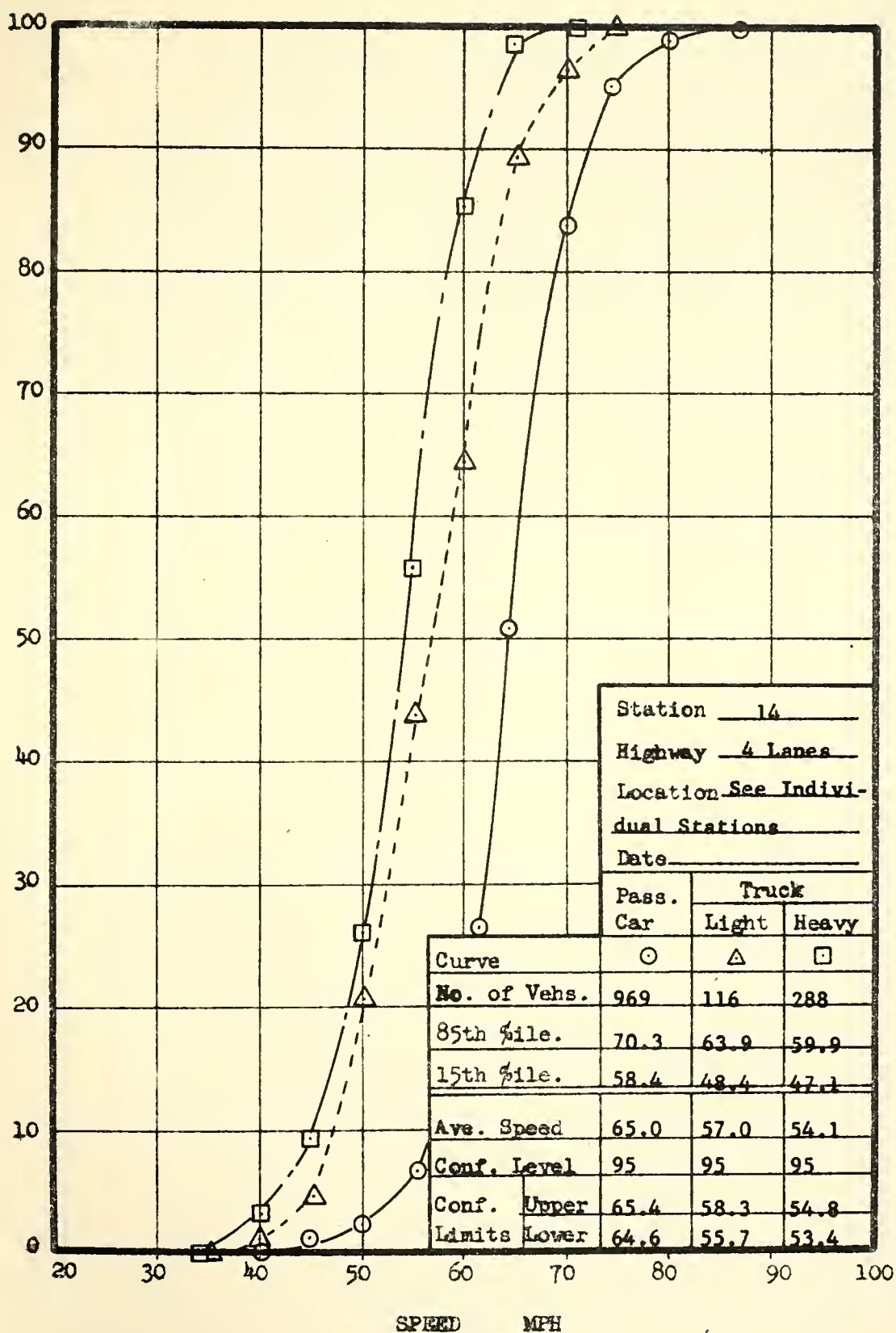
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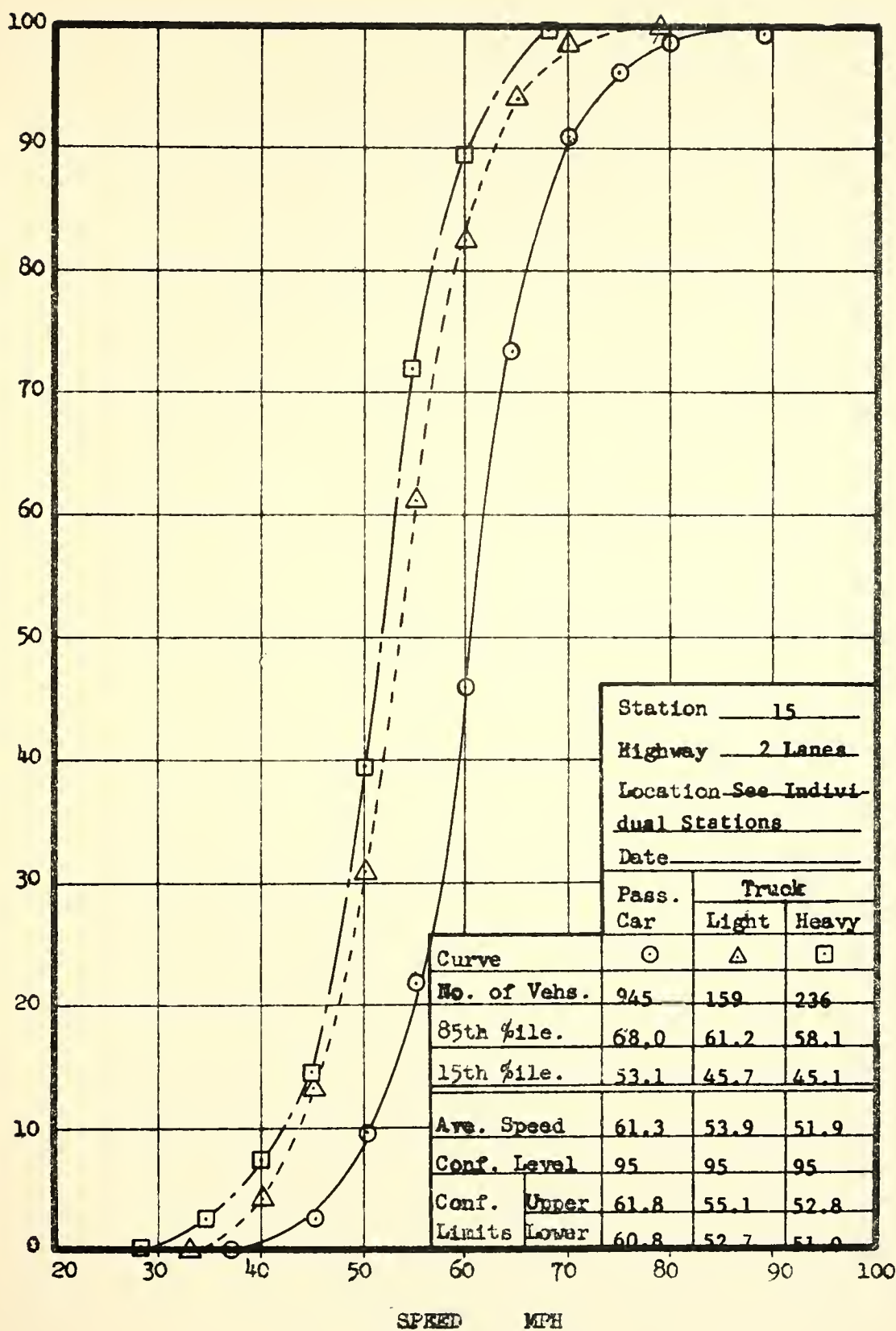
PERCENTILE



PERCENTILE



PERCENTILE



PERCENTILE

